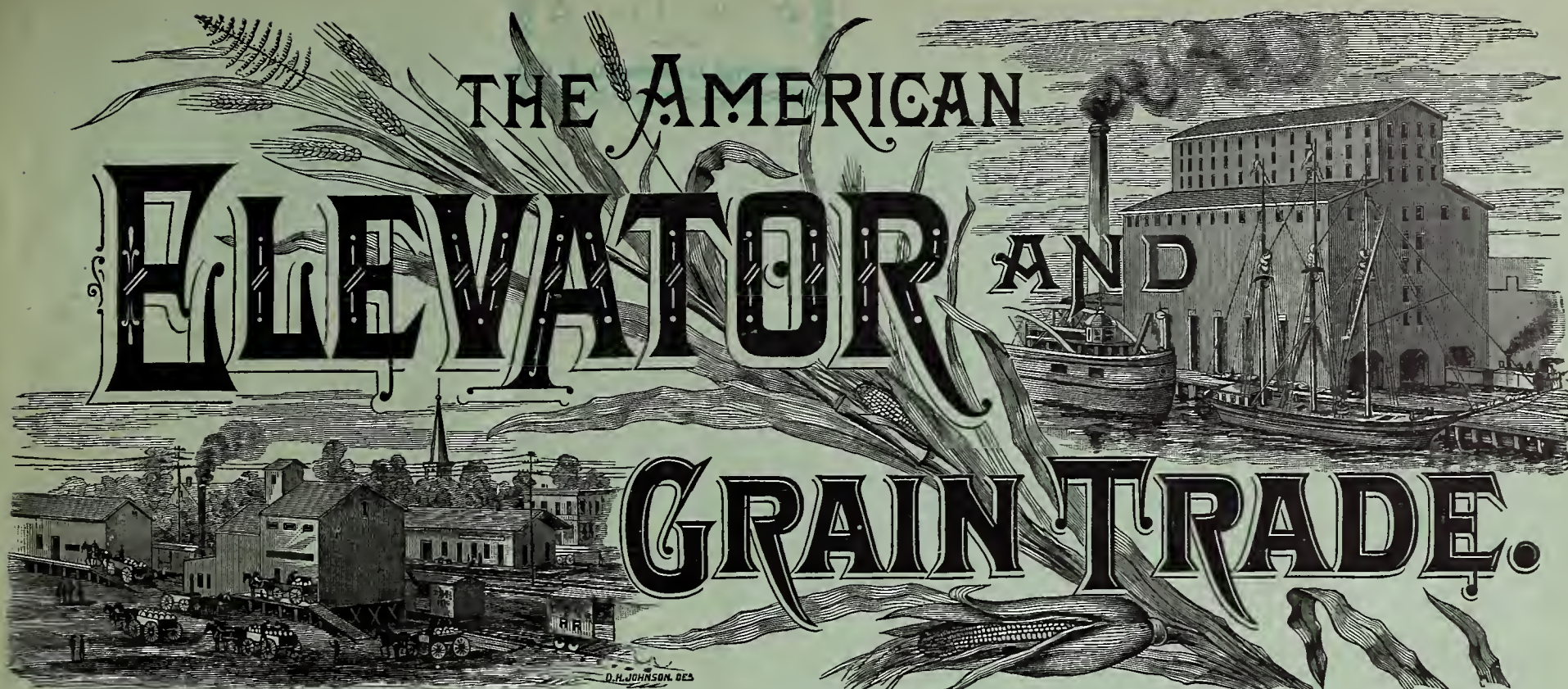


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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED).

VOL. XXIII.

CHICAGO, ILLINOIS, MAY 15, 1905.

No. 11.

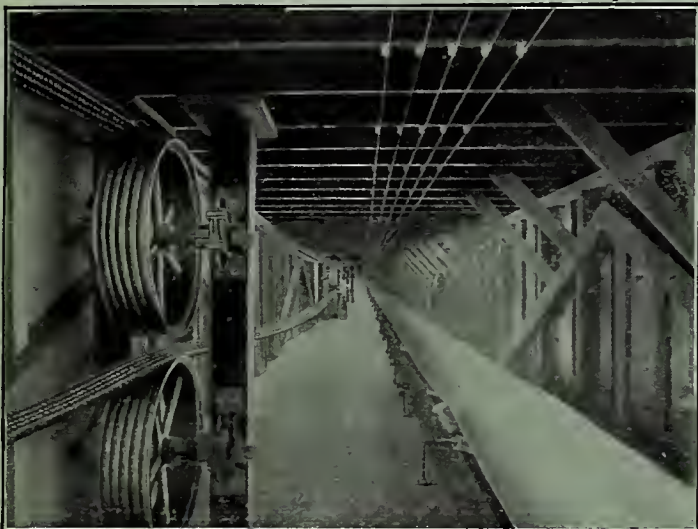
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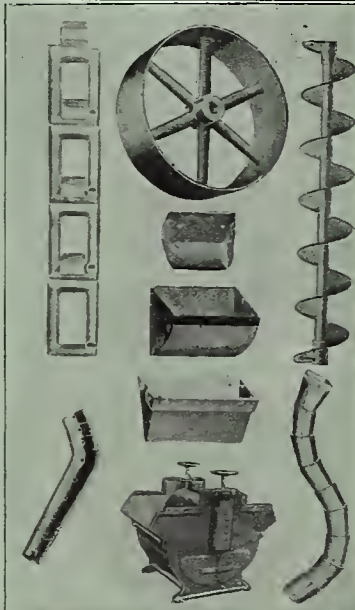
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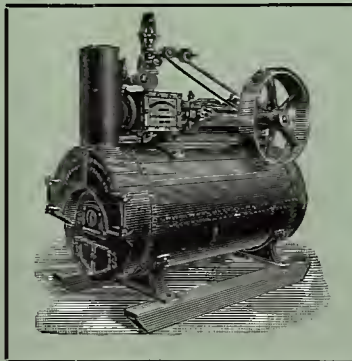


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that's simple and efficient and reliable. Not the whimsical and unreliable gas engine. It's steam and it's

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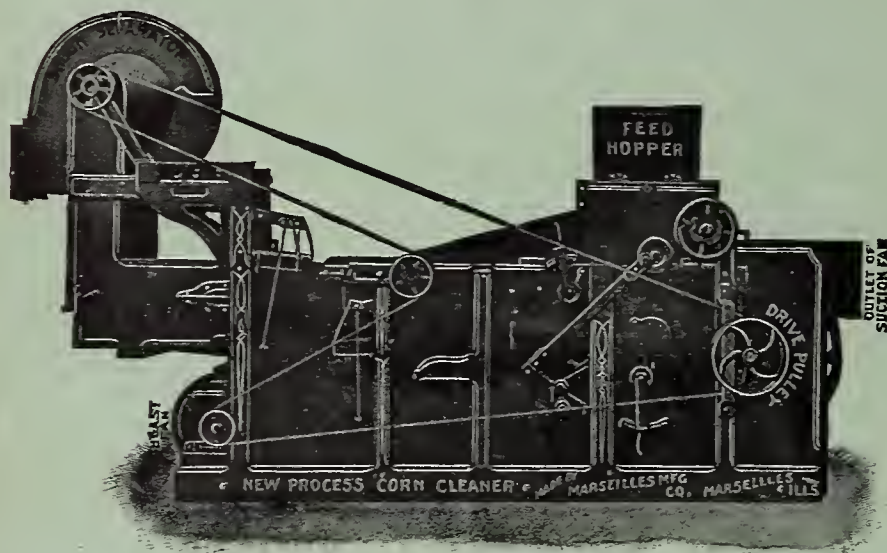
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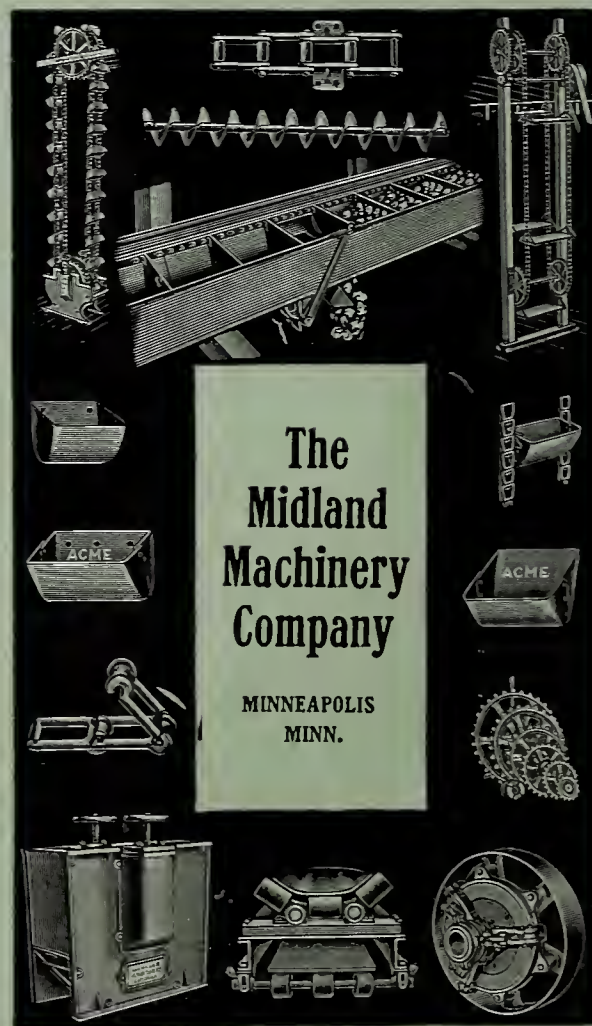
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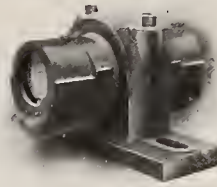
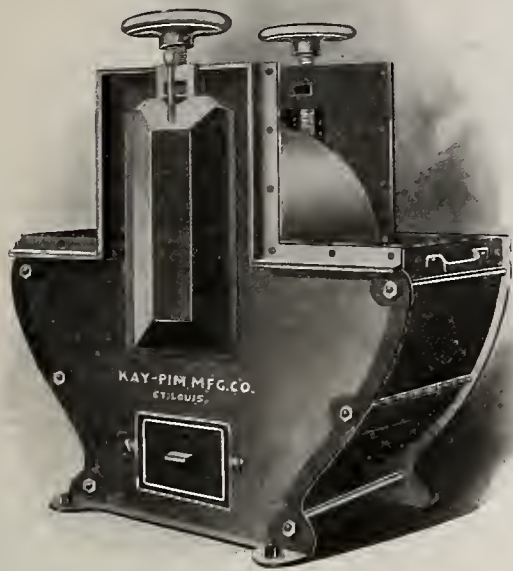
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"THE ROPE TO REMEMBER"

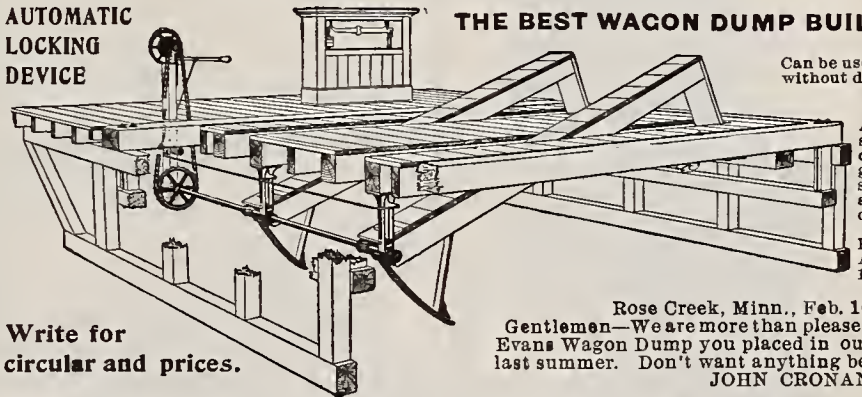
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AUTOMATIC
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THE BEST WAGON DUMP BUILT

Can be used with and
without dump scales



Absolute
safety
control,
great
strength
and
durability.
Patented
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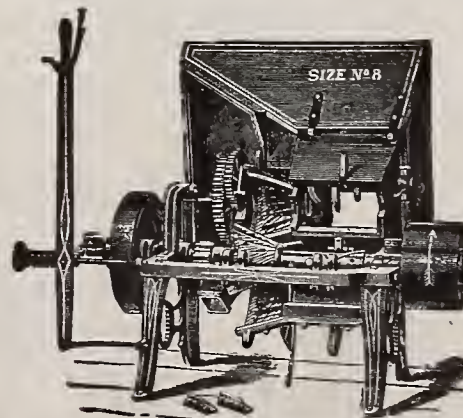
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Gentlemen—We are more than pleased with the
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Drive pulley overhug. Belt to it from any direction.
Makes complete independent outfit.

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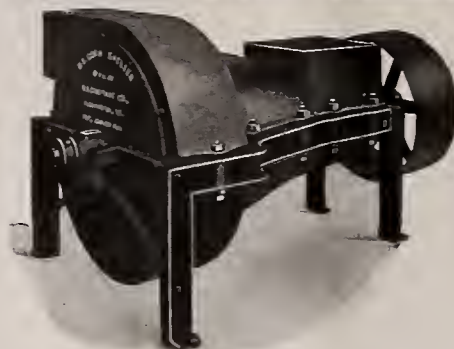
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Which will save worry and make you money. It doesn't crack the corn, occupies small space, less expensive to install, easily repaired.

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A Corn Sheller

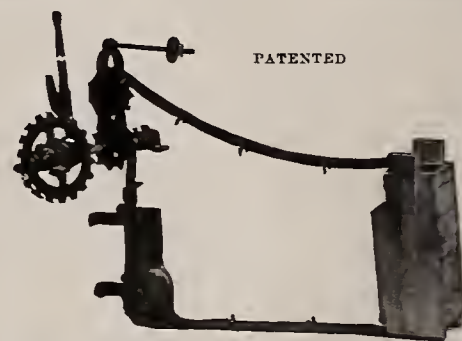
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The favorite, as it is durable and satisfactory under all conditions.

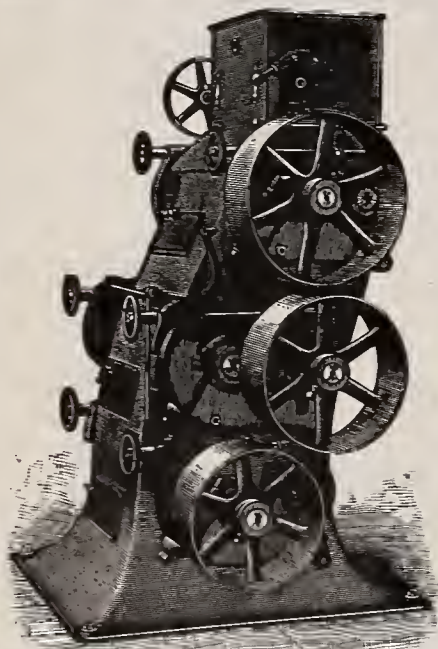
Automatic, and will increase the capacity of any sheller made.

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85 Sizes and Styles.

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ELEVATOR SUPPLIES AND POWER CONNECTIONS.

ROPE DRIVES, GEARING, CORN SHELLERS and CLEANERS, GRAIN CLEANERS.

DUST COLLECTORS (Tubular, Automatic).

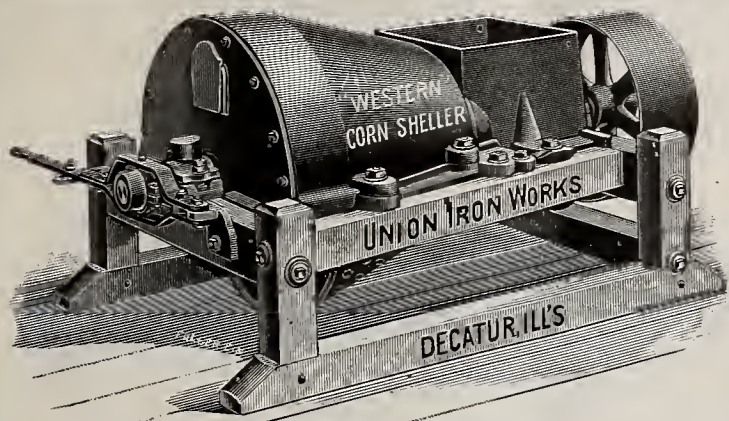
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We manufacture Elevator Cups for all purposes, and make a greater number of sizes than found in any standard list. Our Cups have greater capacity than others of same rated size; for instance, our 3½x3 inch, list price 9c., has as much capacity as others 3½x3½ inch, list price 10c. Our prices are right.

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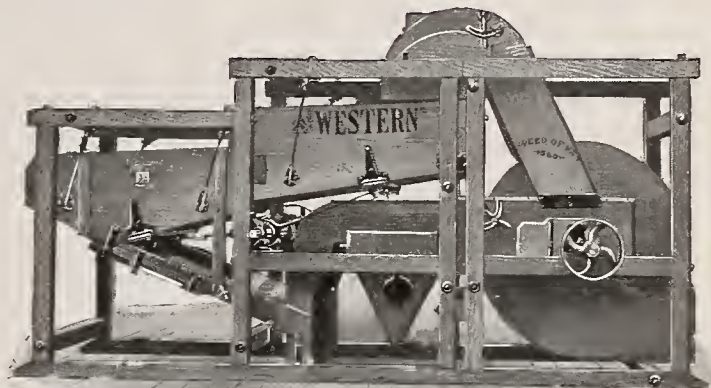
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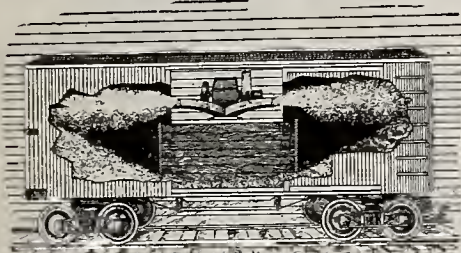
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Plans furnished
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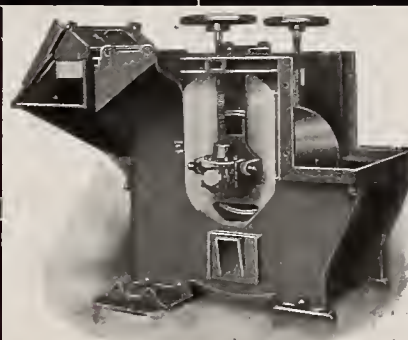
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16-inch pulley—16-inch face.
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SCIENTIFIC IN SIMPLICITY EFFICIENCY UNRIVALED IN

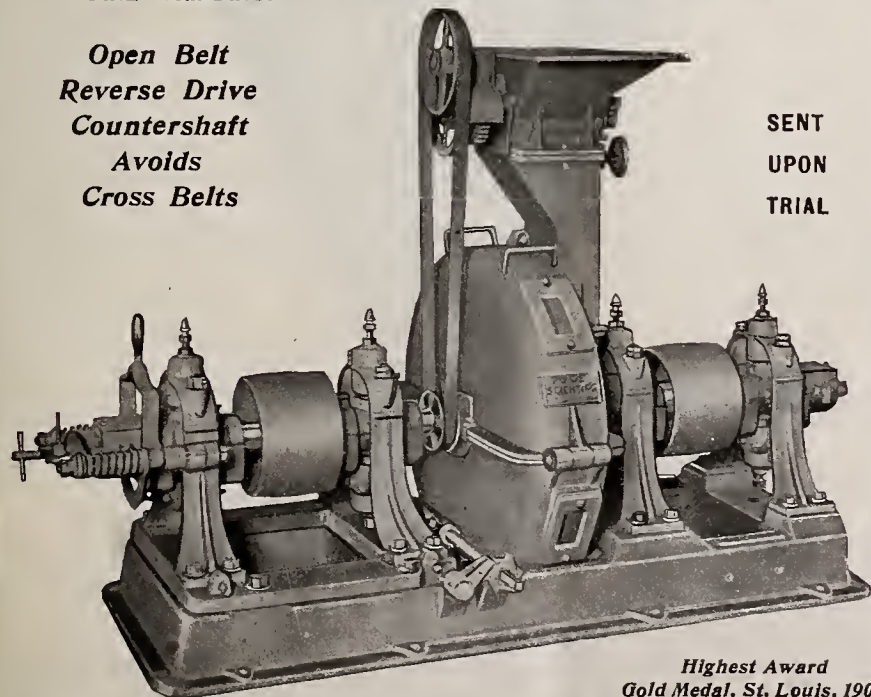
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Modern in design—perfect in detail—correct in construction

Less Power AND More Work

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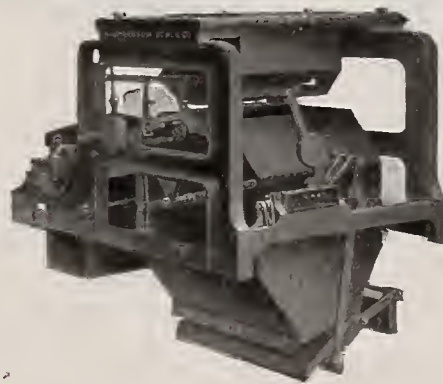


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Grain Accurately
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Weights recorded.

Automatic,
Reliable,
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Eleven years' service in U. S.
2,000 in actual successful
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Furnishes Standard Goods at Right Prices.

GRAIN ELEVATOR MACHINERY AND MILL SUPPLIES

Power Transmission, Gas Engines, Steam Engines and Boilers.

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WAGON and STOCK SCALE

Steel Joist, Steel Frame,
NO PIT TO DIG,
Frame Only 9 in. High



Original Pitless Wagon Scale. 15 Years on the Market with a Perfect Record
Thousands in daily use by the most prominent railroads, elevators, mills and grain dealers
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Fairbanks Scales

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They Are the Best

Fairbanks-Morse Gasoline Engine is the most economical power for Elevator or Mill use. By using it one man can often run the whole elevator.

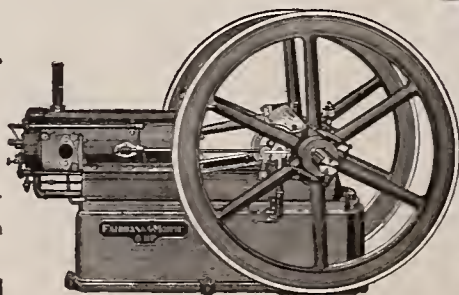
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Cyclone Dust Collector



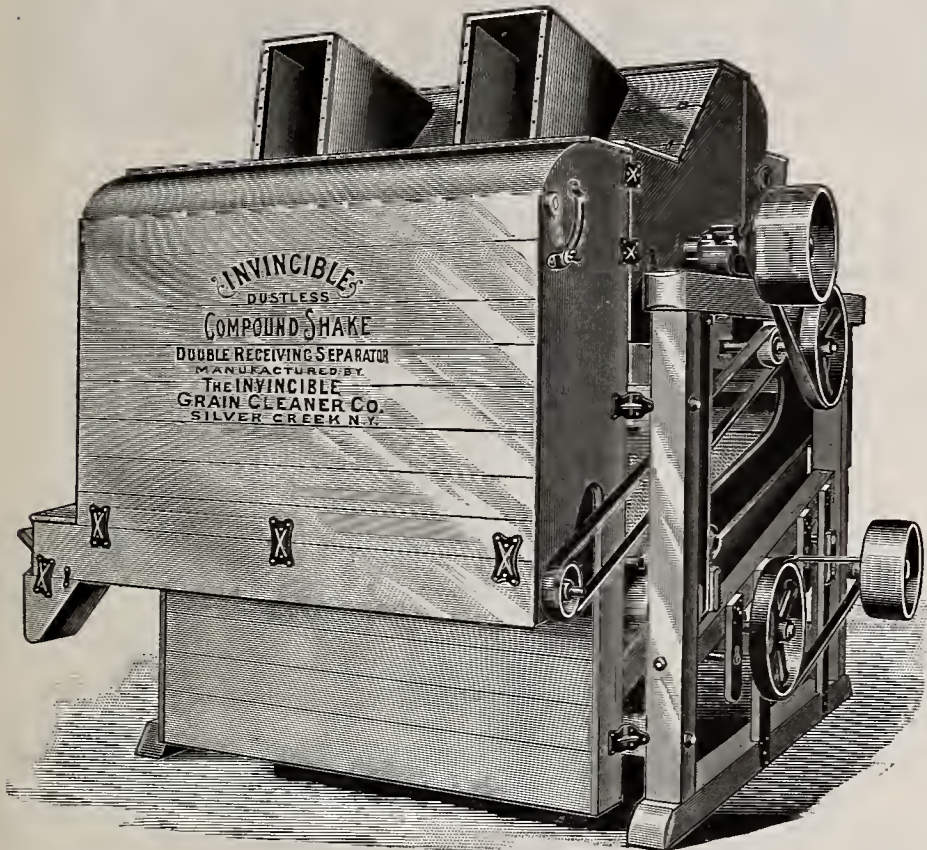
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The Knickerbocker Co.

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GET THE BEST

The INVINCIBLE Compound shake HIGH-GRADE Separators.
No shake, no tremble, run perfectly steady. Can be placed anywhere in the elevator.
The INVINCIBLE Compound shake high-grade Double Receiving Separator.



INVINCIBLE GRAIN CLEANER COMPANY SILVER CREEK, N. Y., U. S. A.

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No? Well, don't place your order until you see what we can do for you. It may mean money in your pocket. We carry a complete line of the best Elevator Buckets, Sprockets, Conveyors, Scoops, General Ironwork, etc., and can name you right prices on anything.

We also make the famous Northway Feed Mills and do Roll Corrugating and Grinding. Write

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N. W. Agents, Invincible Cleaners, Richmond
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Buying Experiments

is not profitable. Nor is it necessary when buying feed grinding machinery.

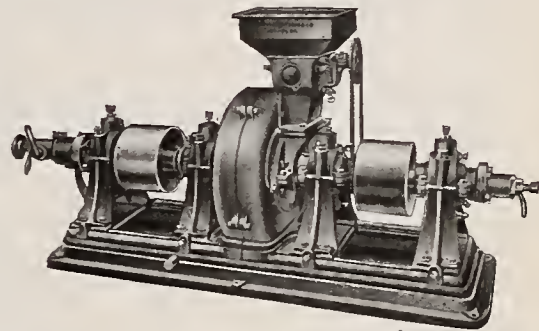
Monarch Attrition Mills

are not experiments—they are successes. Hundreds of satisfied millers and elevator men who are users will testify to this effect. All kinds of feed grinding—corn and cob and all small grains—can be done economically and satisfactorily with a

MONARCH

Phosphor-bronze interchangeable bearings; cable-chain oilers; double movable base; safety spring; quick release; relief spring; special adjustable three-pulley drive;

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Riter-Conley Mfg. Co.,

Manufacturers,
Engineers,
Contractors.

Grain Elevators of Steel,

ALSO

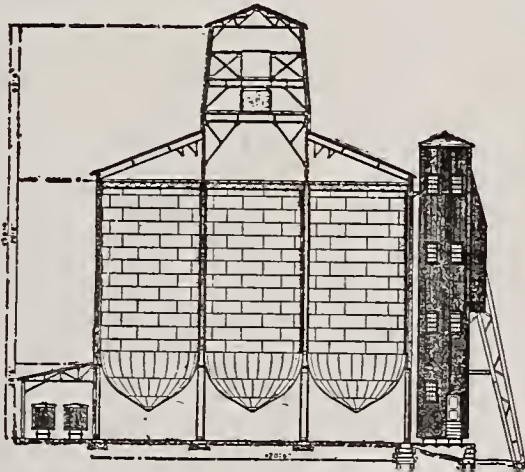
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Water and Oil Tanks,
Steel Buildings,
Steel Stacks and
Steel Construction of
Every Description.

Designed, Furnished and Erected
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LONG-DISTANCE TELEPHONE CONNECTIONS



Cross-section of Great Northern Elevator furnished by us at Buffalo, N. Y. Three million bushels' capacity. Steel throughout.

The reason why—

One of the Principal Grain Elevators uses

“LEVIATHAN” BELTING

“A year's run of ‘LEVIATHAN’ in a comparative test with Rubber Belting, with buckets carrying from twelve to fifteen thousand bushels per hour. ‘LEVIATHAN’ Belts were taken up twice, while the Rubber Belts were cut for same purpose a dozen times—‘LEVIATHAN’ in first-class condition, and we are satisfied that it will outwear three Rubber Belts.”

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Main Belting Company

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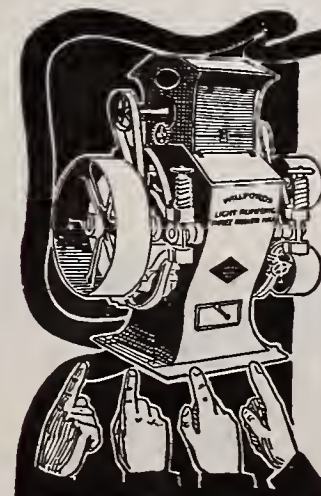
ON THE

Willford Three-Roller Feed Mill.

- (1) It is Easy to Handle.
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- (3) It will Grind the Most Feed with the Least Power.
- (4) It can Always be Relied Upon.

Write for Circulars and Prices.

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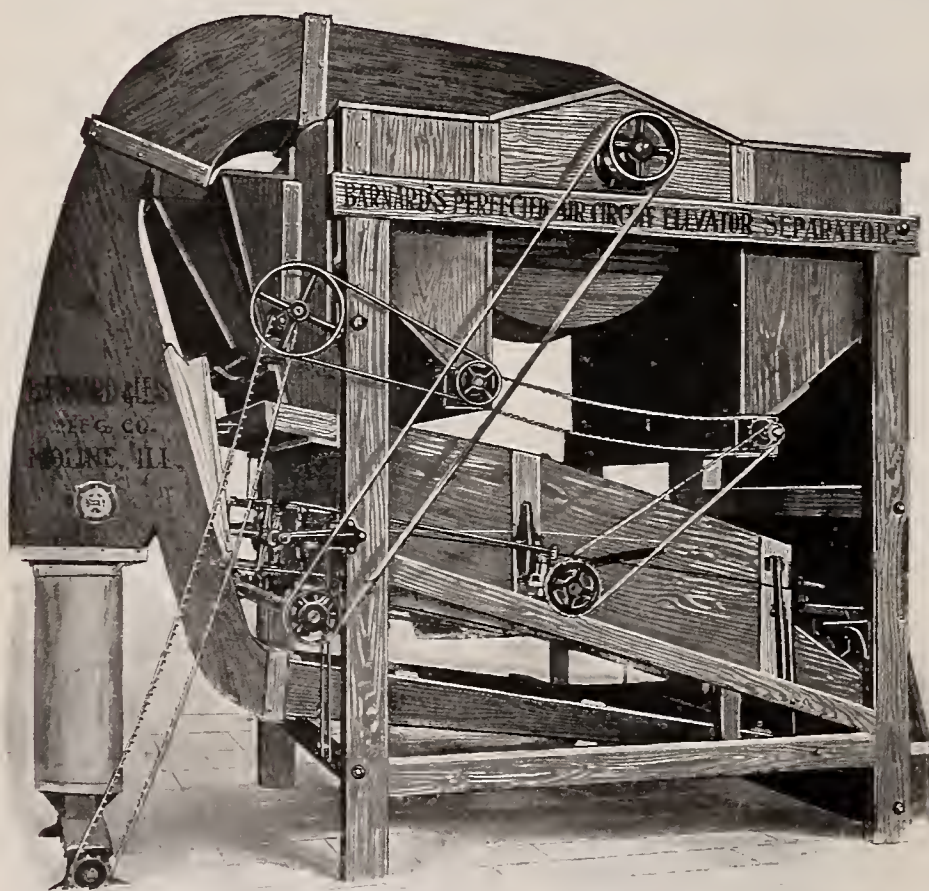


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We design and build Elevators in Wood, Steel, Concrete, or Combination Materials. We furnish Plans and Specifications for Elevators of any stated capacity.

ELEVATOR MACHINERY

We make all kinds of Elevator Machinery, and furnish everything necessary to thoroughly equip elevators of all kinds and capacities.



Barnard's Perfected Air Circuit Elevator Separator
With Sieve Cleaning Device

WILLFORD'S LIGHT-RUNNING
THREE-ROLLER FEED MILL.

BARNARD'S ONE, TWO AND
THREE PAIR HIGH FEED MILLS.

BARNARD'S PERFECTED AIR-
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BARNARD'S PERFECTED SEPARA-
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DEVICE.

THE VICTOR CORN SHELLER AND
CORNWALL CORN CLEANER.

OTHER SHELLERS AND
CLEANERS.

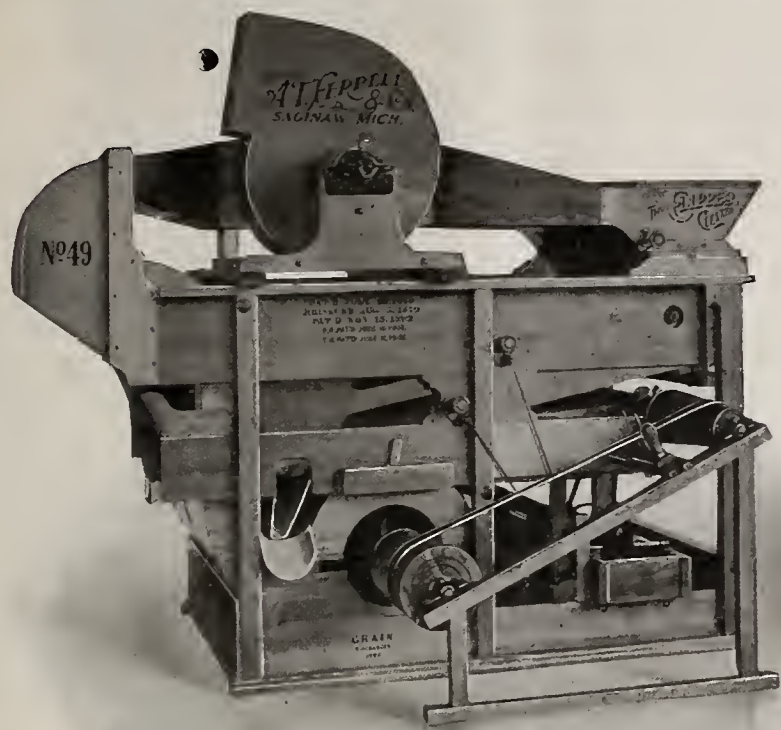
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DON'T BE AFRAID!



"Clipper" Cleaners Make the Cleaning Proposition Easy

After you have paid out good money for worthless cleaners, and have had the experience and disappointment of having them turn out to be miserable failures, you will begin to realize that you were handicapped from the start by not having a "CLIPPER" to do the work.

"CLIPPER" CLEANERS are the ACME of PERFECTION, and wherever used are DIVIDEND PAYERS FROM THE START. They are the only successful combination cleaners on the market adapted to cleaning all kinds of grains and all kinds of seeds, also beans and peas, equal to ANY SPECIAL CLEANER DESIGNED ESPECIALLY FOR ONE KIND OF WORK.

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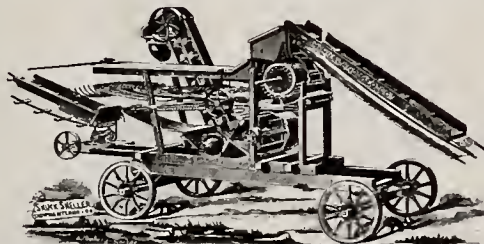
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Suitable for Mills, Elevators, Ear Corn, Cobs, Clay, Ores, Broken Stone, Coal, Sand and other extra heavy substances. General Office and Works: 225 St. Clair St., Cleveland, O., U. S. A.

KINGSLAND MFG. CO.

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Improved Shuck Sheller showing interior view.

The only Sheller for years which has successfully shelled corn

WITH OR WITHOUT THE SHUCK ON.

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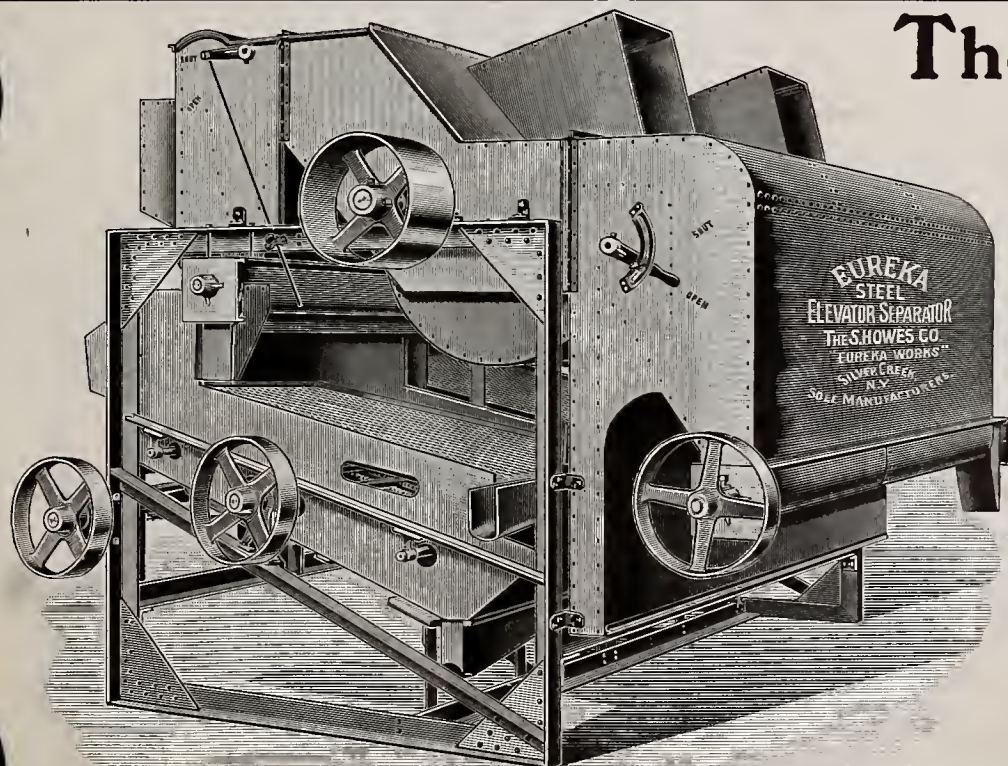
To equip your Grain Elevator Building with our light self-lifting passenger lifts. Strong and substantially made.

INEXPENSIVE, QUICK

No more work climbing stairs. Cost no more than stairways and take up one-quarter the room. Correspondence invited.



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Sole Manufacturers SIDNEY, OHIO



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For Steel Cleaners that was ever placed was for fourteen largest size

"Eureka" Counterbalanced Steel Construction Separators

Which are now in use in the N. Y. C. R. R. Co.'s new elevator at Weehawken, N. J. Investigate them when in need of Steel Cleaners.

SOLE MANUFACTURERS

THE S. HOWES CO.

Eureka Works

Silver Creek, N. Y.

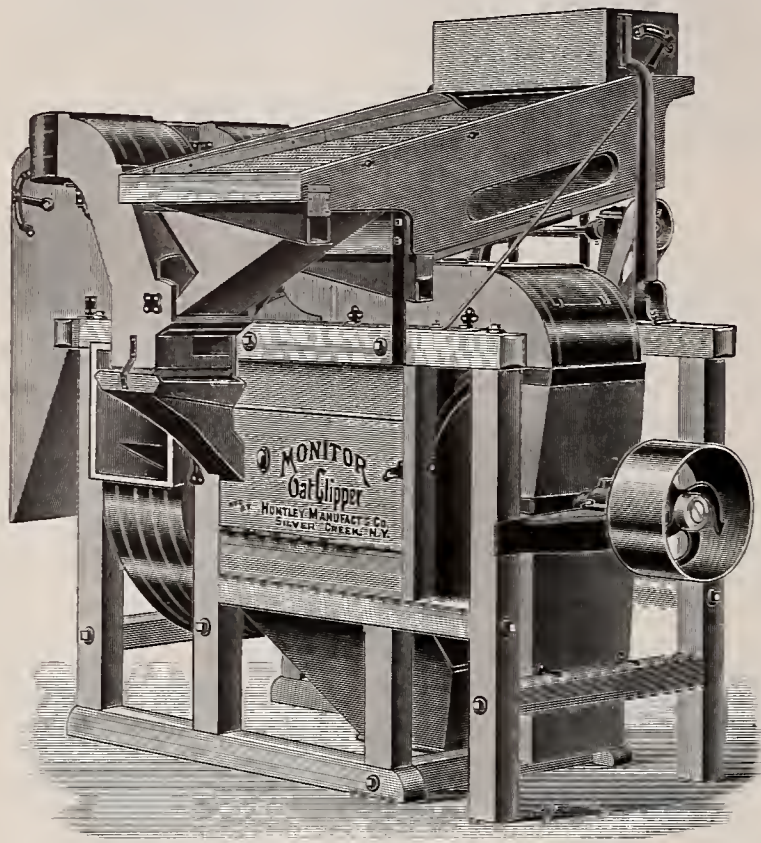
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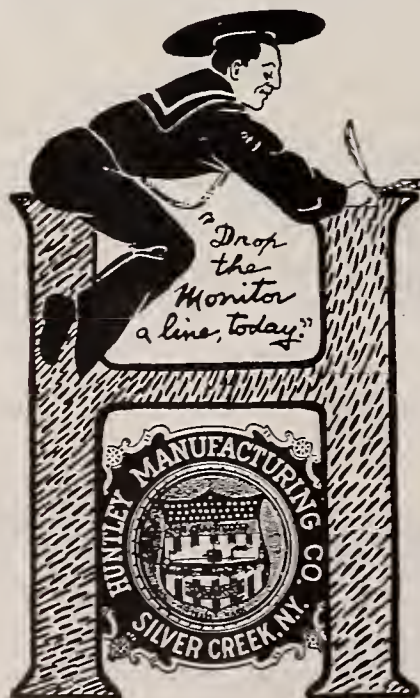
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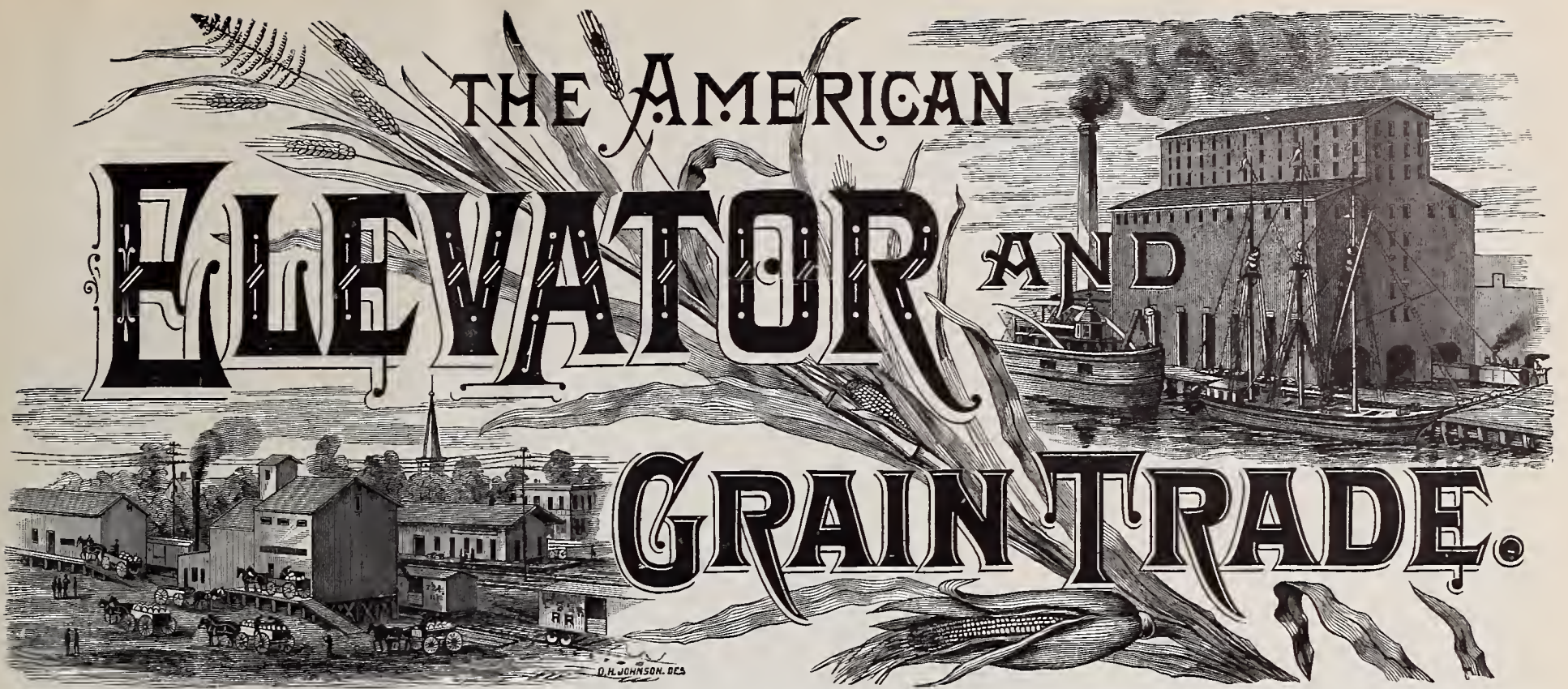
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[For the "American Elevator and Grain Trade."]
**THE FUTURE OF AGRICULTURE
IN THE ARGENTINE.**

BY F. J. DELANY.

The important part which Argentina plays in the grain markets of the world is brought home to our minds very frequently by the effect which Argentine crop conditions or results have upon our markets. At times domestic crop conditions and news are overlooked and all eyes are turned

arable Argentine land, only about twenty-two to twenty-four million acres are at present under cultivation.

Twenty-five years ago Argentina was producing only barely enough wheat to satisfy her own demands for home consumption, and it was not until 1883 that she entered the column of exporting nations. That year she shipped something over 2,000,000 bushels of wheat and about 700,000 bushels of corn. Ten years later Argentina shipped about 60,000,000 bushels of wheat and about 3,000,-

may be taken as our normal exportable surplus of wheat, while our exports of corn have varied from 209,000,000 bushels in 1900 to 26,500,000 in 1902, and 56,000,000 for the year ending June 30, 1904.

It should be noted, however, that while the volume of Argentina's exportable surplus of cereals is second only to that of our own country, her total production is only a fraction of ours. But most of her production is surplus. The great volume of her production, though equal to only a part of America's production, must seek foreign markets.



WHEAT WAITING FOR SHIPMENT ON RIVER FRONT AT ROSARIO, ARGENTINA.

This lot contains 40,000 tons, or nearly 1,500,000 bushels. Notice masts of steamers loading in the river under the bluff.

to the news from Argentina. And yet it is only within a few recent years that Argentina has assumed any importance. This importance increases so much from year to year that the question, "When is this increase in the yearly production of grain in the Argentine Republic to end, or where will it end?" immediately comes to one who studies our grain markets with a view to arriving at a conclusion as to their probable course. That thought will most insistently force itself upon the mind of anyone who picks up a table of world's statistics and discovers, as he will discover, that of over two hundred and fifty million acres of

000 bushels of corn in the year. In other words, she multiplied her exports of wheat by fifteen and of corn by five in the space of ten years.

Coming down to the present, we find that the grain trade now expects from Argentina each year from 60,000,000 to 100,000,000 bushels of corn and from 80,000,000 to 110,000,000 bushels of wheat. Surely these are giant strides in the path of agricultural development. Argentina now produces more flax than we do. The exports of wheat from the United States during the year ending June 30, 1904, amounted to 121,000,000 bushels—less than a normal amount, as 180,000,000 to 220,000,000 bushels

And Argentina's crops must seek markets as quickly after harvest as possible, for climatic conditions there, even more positively than absence of storage facilities, operate to make the carrying of cereal stocks from year to year very much of an unprofitable uncertainty, if not an absolute impossibility.

The circumstance that Argentina's harvest seasons occur at a period of the year when no other exporting country except Australia, whose crop is always an uncertainty, can offer new crop wheat or corn to foreign consuming markets is fortunate for her and of utmost significance to us; for then

it is that her importance as a purveyor of bread-stuffs to the world's hungry mouths is most keenly felt, and most quickly reflected in our markets and in the values made in them for our crops.

Taking these facts into consideration, and with such astounding increases and astounding possibilities for increase as these figures quoted show, it is not at all surprising that those who are at all interested, directly or indirectly, in market values, are anxious to decide upon an answer to the question quoted.

It is not the purpose of this article to answer this question—a manifest impossibility—but a cursory glance at conditions prevailing in Argentina may be of assistance in arriving at a conclusion, and may be, therefore, of some passing interest.

The visitor to Argentina will quickly discover

The opportunity for agricultural development that the vast untilled acres of Argentina offer must be neglected and unappropriated until men to till the acres can be brought to the country. And right here it may be noted parenthetically that the figures given in an early paragraph, showing the vast areas of arable land that are available for agriculture, are in a way misleading, for while the figures are correct, and while it is a fact that only about one-tenth of the potentially arable lands are as yet under plough, still a great proportion of the remainder are not available at present for agriculture because of lack of railway facilities. The absence of good roads in Argentina, and the fact that a great volume of the transportation of the harvested crops from farm to country railway station occurs during the rainy season, necessarily

necessity of becoming a tenant or of returning to his native land as cheaply and as easily as he came. He finds that the Argentine land owner will not sell his acres in parcels that would give a colonist and his family an opportunity to carry on agriculture successfully.

This unwillingness of the land owner to part with small lots of his holdings is a serious matter, and this circumstance is another one of the most potent influences that now restrict, and will continue to restrict, the agricultural development of his country to nearly within present limits. Military or political heroes have in years past been granted immense tracts of land by the obliging government as recompense for real or imaginary services to the state, and these vast tracts have been in most cases held intact. Other immense estates have been acquired by purchase from the provincial or the national governments, and rarely does one of these lordly estates (or "estancias," as they are called) decrease in size as the years go by, for the Argentine is tenacious of his land holdings, and rarely parts with any of it unless, or until, bankruptcy may force a sale of the whole. He will not sell small parcels to colonists, consequently the individual who owns a small farm is very much of a rarity.

The whole system of farming in Argentina is based on the idea of tenantry, or else upon the theory of landed proprietorship, in which case the "patron," or owner, oversees the farming operations directly, hiring his labor at monthly wages. But whether the farming be carried on by tenants or by the patron, it is in most cases only a side issue to the raising of immense herds of live stock. Not infrequently in past years the owner of the land has gone in for grain raising only as a means to an end in this, that by leasing a portion of his estancia to colonists he thus had the virgin prairie broken up, secured a few crops of grain, and then seeded the land to alfalfa for his live stock. The past few years, having been exceedingly favorable for cereal raising because of large crops, as well as good prices, have modified this rule somewhat; nevertheless the process of development that has been witnessed here in the United States, viz., the gradual encroachment upon grazing areas by agriculturists who eventually subdue all of the acreage to the plow, and the swift division of large farms into smaller ones, the acres owned by those who cultivate them—seems to be reversed in Argentina. There can be seen vast plains which have felt the plow not once, but many times, now under forage crops, supporting vast herds of meat animals. The tillage is often only a preliminary to pasturage; so the tenant grower of the grain is crowded from one portion of the estancia to another, breaking up some new land each year, until eventually he is crowded off and must move to more remote districts. So, while each year witnesses a large aggregate acreage of new land brought under cultivation, each year also witnesses very nearly as large an acreage lapse into pasturage.

This condition, unusual in a cereal producing country, was the basis of a costly lesson learned in recent years by some Argentine capitalists who invested heavily in warehousing facilities at country points which at the time of the building of the warehouses were shipping great quantities of wheat. For a year or two these warehouses did a thriving business and then they were abandoned, for the wheat lands had been sown to alfalfa, cattle came to succeed the harvester, and grain shipping from those points decreased to an unimportant quantity. In the corn belt proper of Argentina these crop changes do not occur with such frequency, for the land is more valuable, and, besides being better suited to a diversity of crops, is nearer market and not so sparsely settled as those districts which are confined more closely to wheat, flax and alfalfa crops.

This, then, is an important point to be considered by those who want to arrive at an estimate of Argentina's future progress. Of course, the continually increasing introduction of labor-saving farm machinery will operate to increase the cereal pro-



1. GENERAL VIEW OF BUENOS AIRES DOCKS.

Brick elevator and mill in foreground, with new concrete and steel elevator in the distance.



2. VESSELS LOADING AT BUENOS AIRES.

Vessels awaiting cargoes at new concrete and steel elevator at Buenos Aires.



3. WATER FRONT AT SAN NICHOLAS.

Grain warehouses and shipping spouts at San Nicholas, on bank of the Parana River.



4. ARGENTINE CORN CRIB (TROJA).

This crib is made of corn stalks, interlaced with wire and supported by saplings. Corn is hauled from the field to the crib on the flat wooden platform shown in the foreground.

that it is a country of contrasts, a republic with sharply-drawn class distinctions, a country old in years and history and new in commercial activity, a country where the rich are very rich and the poor are very poor, where there are vast areas of productive farm lands and relatively few farmer proprietors. He will find that the total population of Argentina is about 5,000,000 souls, and that of these very nearly 1,000,000 reside in the city of Buenos Aires, the capital, a city that in every way right well deserves its appellation, the "Paris of South America." He will meet there men whose land holdings are astounding, even to Americans, who have grown accustomed to the immense acreages of "bonanza" farms. He will find a land which has been bountifully blessed by Providence with balmy climate, mighty rivers and a fruitful soil, strenuously, but vainly, striving to attract to its broad acres its share of the vast stream of emigrants which each year pours forth from crowded European countries, anxious to find means of subsistence, or perhaps a competency, in newer, younger, or more promising lands. He will wonder why Argentina does not receive her share of the exodus from Europe, and in endeavoring to learn he will find such a varied and entangled multiplicity of reasons that he will not be surprised to discover that this question has been of such painful prominence in that country that the general government has had a commission at work investigating this very subject.

render agriculture at any great distance from railways impracticable. So, it can readily be seen that while these vast areas may offer opportunities for profit in raising live stock, only those portions which are situated immediately contiguous to railway lines can be profitably devoted to agriculture, and thus be entitled to consideration as a potential wheat or corn area. Even were this fraction only, of the untilled areas of Argentina subdued to the plow, the result in bushels would be marvelous.

And here intrudes the ever-present immigration problem. It has been apparent in Argentina for some years that the country's development along agricultural lines is in a great measure dependent upon the proper solution of this immigration problem. Most of the immigration to Argentina is from Southern Europe. Italy furnishes most; Spain, France and Portugal contribute colonists in the order named. And there is practically none of those most desired: Those from the sturdier, more steadfast, thrifter races from northern or central Europe.

The immigrants that do come to Argentina, attracted, as they are in most cases, by the cheap ocean fares or by tales of high wages to be earned during the harvest season, find employment quickly then, but after the harvest season is over they can find no market for their labor. Though an immigrant may have brought with him small savings, he finds little chance to purchase a small landholding, and this brings him face to face with the

duction somewhat in spite of the circumstances cited; and it must also be remembered that there is really a net increase of acreage each year, that the acreage lapsing into pasturage is smaller than the acreage newly broken up, for there is some immigration to Argentina. The net total oversea immigration to that country last year was about 50,000 persons, while the United States received over one million.

It would be unreasonable, however, to assume that the difficulty of purchasing small land-holdings is the only circumstance that deters emigration to such a marvelously rich country. Social as well as governmental conditions are the subject of very bitter criticism by progressive, traveled Argentines. The latter point is one that can with difficulty be discussed by the foreign visitor to Argentina, for racial temperament is a large, if not a controlling, factor in social views and customs, as well as in statutory laws and the administration of government. Argentina's is the strongest government in South America; its republican form of constitutional government is modeled very closely upon the constitution of the United States, but there are some slight differences in various clauses, that, when reduced to practice, become very material differences. However, the chief criticisms of existing governmental conditions that Argentines offer are not so much criticisms of the statutory law as they are of the administration of the laws. It is not surprising that in the interior of a new and sparsely settled country the local native police, representative of the government, is the sole representative of the law and is frequently a law unto himself. Naturally the poor colonist as a result suffers much petty annoyance. The fact that he is by most natives placed in the same category as the peon, and is treated in the same way, makes him extremely reluctant to endeavor to protect himself in his legal rights, for a natural or acquired instinct causes him to shun the law and its representatives as he would the plague.

However, the tenant colonist is not always blameless, though it is not surprising that the lessons learned through his semi-nomadic existence, and the difficulties he encounters, sometimes impel him during bad crop years to pull up stakes without any notice to his landlord and move to other districts, leaving his landlord, who has financed him for a year previous with provisions and some few implements or animals, to pocket the loss. Possibly because of previous painful experiences of this kind, it is not unusual to hear an Argentine land owner remark: "I much prefer cattle to men upon my land." Argentines complain bitterly that this habit or disposition of the tenant is a characteristic of his nationality, but such characteristics are not noted here in individuals of the same nationality. Rather, must it be set down as the result



9. FARMER'S CABIN IN ARGENTINA.

This hut is made of sun-dried bricks. It is a more pretentious cabin than the average.

of a certain discouragement and hopelessness which are brought about by conditions over which the colonist has no control—conditions which are controlled apparently by those who have the least desire or inclination to remedy them.

During one of many discussions which the writer had with an Argentine gentleman, who had been a resident of the United States as well as of Euro-

pean countries, and who was, therefore, more familiar than most Argentines with governmental conditions elsewhere, he remarked to the writer: "The difficulty is this, that we coax an emigrant to come here and after he comes, imposition of petty provincial taxes on his products, together with the exactions, annoyances and persecutions of minor officials, make life a burden to him, and he learns to distrust and to hate our government."

This may be a somewhat extreme statement of the case; nevertheless, in view of the conditions that do unquestionably exist, and in view of the fact that lurid tales of hardship and persecution frequently find their way in letters to the European friends of the colonist, the disposition of the emi-

description of the economic conditions, that were to him most striking, will constitute a satisfactory answer to the question quoted in an early paragraph, nor does he believe that any more detailed analysis of these conditions would present a satisfactory answer. The theories advanced and the conclusions drawn are not intended to be in the slightest sense oracular, though they agree in most points with the opinions of many who have a more intimate and a more extended acquaintanceship with Argentina and its people.

Argentina is, indeed, the "Land of Promise" (literally as well as figuratively). Her people are optimists. Social, business and political conversation is always permeated with the most glowing



5. WAGON FOR TRANSPORTING GRAIN AND WOOL. As many as twenty horses, or twelve oxen, are frequently hitched to these vehicles. They travel long distances. Notice height of the wheels.

7. ARGENTINE CORN FIELD. This corn was listed in on October 1; was never cultivated at all; picture taken on December 20.

grant from Europe to seek his home in North America, where he will find work of some kind at some price, where if he is an agriculturist he can purchase small land-holdings, and where he will find fellow countrymen prominent in governmental affairs, is not so much a matter of wonder as it might at first glance seem to be.

Argentines are prone to attribute the complex difficulties which this immigration problem presents to the quality of the immigration, but in doing so they lose sight of the fact that this same quality of immigration makes a much better quality of citizen, after a few years' residence here, or in other new countries, than he does there, presumably because conditions here encourage thrift and a desire for improvement, while there some of the conditions cited tend to accomplish an opposite result.

It is hardly likely that Argentina can attract a fair share of the immigration from northern Europe, which is so much desired, until some radical changes in public policy or in public sentiment are brought about. That these changes will eventually take place is beyond question; for the younger generation of native Argentines learn much during their period of education abroad, and the influence of their experience must make an impression upon the general sentiment, and their country's policies in time. But the "manana" (tomorrow) habit is hard to overcome; more particularly so when it so nearly approaches a national trait.

The writer does not assume that this casual



6. LOADING WHEAT FOR SHIPMENT. All wheat is sacked and shipped from the farm to market on flat cars.

8. BALING ALFALFA HAY. The hay press is of American make; the engine is English. [All photographs herewith are by the author.]

enthusiasm as to the good things that the golden future is to bring to that land. Sub rosa, it may be added that this optimism and enthusiastic hope frequently finds its way into and tints cabled press dispatches and even official governmental reports. But this much is certain, Argentina has the area, the soil, the climate. She lacks only the men to become the world's granary. The belief that a knowledge of the circumstances that affect her prospects for securing the men may be useful in forming an opinion as to her growth in cereal production is the excuse for writing of them.

It may be set down as the conclusion of the writer, as well as of better informed students of Argentina, that the country is now well up to the limits of cereal production of the present population, and that any happy change which would tend to increase the net volume of immigration would operate quickly and materially to increase the exportable surplus of cereals. It would appear, however, that the conditions mentioned herein would be susceptible only to a gradual change. Consequently it seems reasonable to assume that we may look forward to gradually increasing surpluses of wheat and corn from Argentina, without the fear that these surpluses may be multiplied in future years at the astonishing rates they have been in the past.

State Grain Inspector Radford of Kansas has reappointed J. R. Mentzer supervising weighmaster and W. J. Graham supervising grain inspector, with offices at Kansas City, Kan.

[For the "American Elevator and Grain Trade."]
**HOW GRAIN IS INSPECTED AT
BUFFALO.**

BY JOHN D. SHANAHAN.
Chief of the Inspection and Weighing Department, Buffalo
Chamber of Commerce.

Our method for handling track receipts of grain is as follows:

The inspector with his helper inspects and grades the contents of each car and draws a sample of same, into which he places a ticket with car number and grade and such other information as is indicated on ticket hereto attached.* This sample is then brought to the office and carefully looked over either by my assistant or by myself, and a record is made of the road on which it was inspected together with initials, car number, grade, test weight, color, quality and condition. This sample is then furnished to the owner of the grain.

The practical result of this system is that I have a constant check on the work of every man on the force, and this fact has always given us a more even grading than could have been obtained in any other way.

In handling our lake business much the same method is employed. An average sample of each 10,000 bushels of grain is taken as it is being elevated out of a vessel, and these samples are carefully revised at the office and the inspector's grade sustained or changed. Samples of each lot of outgoing grain are also revised at the office and placed on file for 30 days.

I do not quite see how chief inspectors responsible for the work of their assistants or the grading of grain can have any check whatever unless they do something like this. I think Mr. Cowen is on the right track. The Minnesota inspection department has adopted this method recently on coarse grains, and I am sure with good results.

*Copy of the ticket used by Buffalo inspectors:

.....	1904.
Car.....No.....	
Grade.....	
Remarks.....	
Seal Intact.....O	Seal Broken.....O
.....	
Inspector.	

THIS CAR LEAKING	
Under grain door	O
Over grain door	O
Through grain door	O
At end door	O
At king bolt	O
At draw bar	O
At end	O
At side	O
GENERAL CONDITION	
of car, good	O
of car, poor	O
of cooperage, good	O
of cooperage, poor	O

A RICE ELEVATOR.

A contract has been let by the National Rice Milling Company to James Stewart & Co. of St. Louis, Chicago and London for the construction of a rice elevator with a capacity of 250,000 bushels—the first of its kind to be erected in this city or the vicinity, says the New Orleans Times-Democrat.

The elevator plan provides for a 300-foot unloading platform, and for yards and approaches that will enable all handling to be done with the utmost ease and saving of both time and labor. There will be a large number of bins, nine-tenths of them with a capacity of about 700 bushels, and the others approximating 1,400 bushels.

The elevator will be located near the mills of the company, and it is understood that work will begin thereon before the end of the early summer, the building to be completed when the rice first begins to move next autumn. Similar structures have been planned and some erected in the Western rice belt, but this is a new departure for New Orleans.

DID NOT FURNISH CARS.

A case that attracted considerable attention in Indiana was that of George C. Wood against the Panhandle (P., C., C. & St. L.) railroad, recently concluded at Kokomo, with a verdict of \$2,500 damages.

Mr. Wood operates grain elevators at Windfall and several other towns on the Panhandle south of Kokomo. He began his first suit at Tipton, claiming \$2,000 damages on the ground that he had lost that sum through his inability to get to seaboard the grain he had purchased by reason of the fail-



NEW HOME OF PITTSBURG GRAIN AND FLOUR EXCHANGE.

ure of the railroad company to furnish cars for its prompt shipment. Mr. Wood also alleged that the railroad discriminated against his elevators, furnishing cars to other grain men when none were to be had by him. This the company vigorously denied. In the suit at Kokomo the claims amounted to \$10,284.

The case was closely contested, and a large part of the evidence consisted of statistical data on both sides, the plaintiff giving a complete list, with dates and figures, of every load of grain received in all five elevators for a period extending from November, 1902, to May, 1903, during which period the alleged discrimination occurred; while the railroad company, in turn, gave a complete description of every car it delivered at all five of the elevators during the same period. The mass of figures thus adduced was simply immense, so that it is no wonder, as the local reporter said, both judge and jury were asleep a good part of the time. The jury reached a verdict, after a fifteen days' trial and five hours' deliberation in the jury room, of \$2,500 damages.

U. S. Senator J. R. Burton of Kansas was re-indicted by the Federal grand jury on April 13 on the charge of accepting fees to the amount of \$2,500 from the Rialto Grain and Securities Company of St. Louis, in whose behalf it is alleged he acted as an attorney before the Postoffice Department at Washington. The new indictment contains five counts.

THE PITTSBURG GRAIN AND FLOUR EXCHANGE.

Moving day for the Pittsburgh Grain and Flour Exchange of Pittsburgh, Pa., was May 1, 1905. On that date the Exchange moved into the Pennsylvania Railway building at Tenth and Penn streets, and the old McCance Block, which for years had been its home, will know it no more.

The Pennsylvania Company has remodeled the building throughout to meet the new requirements. The Exchange room, on the third floor, is large and well lighted, and is finished in apple green, to create a favorable light for showing grain samples. There is also a directors' room, superintendent's room and chief inspector's room, with large vault for books and securities.

The building is designed as a home also for members of the Exchange, and those who have already taken offices there are: H. G. Morgan & Co., C. A. Foster, Kyle & Thorne, N. Morton, Geidel & Dickson, R. S. McCague. It is expected that other mem-

bers of the Exchange will move into the new quarters as soon as their present leases and circumstances permit.

The Pittsburgh Grain and Flour Exchange now has seventy-six members. Three years ago memberships sold at \$30; now \$250 is bid, with none to be had. The Exchange has been very prosperous the past few years, and under good management its volume of business has increased steadily, in proportion to the growth of the city, at least.

The question of Greater Pittsburgh is being agitated now, and it is expected that favorable legislation will admit Allegheny County within the city's incorporate limits. This will give Pittsburgh a population of upwards of 1,000,000 people and still further advance her business interests.

With the opening of the new building the long-felt desire of the members of the Exchange to unite in one common home has been at last realized; and with a home convenient to railroads, depots and business centers, the members will have increased opportunities for extending the business of the Exchange.

The opening reception to the members of the Exchange and their invited friends took place on May 11. From 10 o'clock until 2 o'clock the members received their guests and showed them through the trading floor and the offices. Beginning at 10:30 o'clock sharp an interesting program, commemorative of the opening of the new quarters, was carried out and proved to be very enjoyable. A large number of local friends and shippers were present to take part in the opening.

TO PROTECT RECEIVERS.

The meeting of grain receivers called by C. B. Riley of Indiana, acting as representative of the advisory committee of the Grain Dealers' National Association, was held on April 13 at Cincinnati. About 60 gentlemen were present. The meeting was presided over by H. S. Grimes of Portsmouth, Ohio, J. W. McCord of Columbus acting as secretary.

The meeting, it will be remembered, was called to devise a plan to protect handlers of drafts attached to bills of lading, the latter of course representing the property to be transferred by payment of the draft, from such losses as were sustained recently by the Union Hay & Grain Co. of Cincinnati and others by the Ricketts forgeries.

The greater part of the day was devoted to the matter in hand, the morning being devoted to discussion and suggestions. Geo. H. Ingalls, general freight agent of the Big Four System, attended this session and spoke from the standpoint of the railroads. He stated that it is as much to the interests of the railroads to throw safeguards about bills of lading as it is to the shippers, and said that his road would be willing to co-operate in the movement.

As a result of the morning's discussion a committee, consisting of W. W. Granger, chairman; C. B. Riley, J. W. McCord, Harry H. Hill, E. E. Williamson and Harry Bingham, was named to consider the suggestions and draft a report to be delivered at the afternoon session.

After recess for lunch the committee was called on for a report, and majority and minority reports were submitted. The majority report was as follows:

1. That the order bill of lading be issued to agents in station and serial numbers, printed on better paper than is now in general use for such purpose.
2. That the order bill of lading be kept from the public as passenger tickets are.
3. That the order bill of lading be issued under stamp and seal, executed in ink by the issuing agent.
4. That order bills of lading be printed or otherwise designated as such.

The report of the minority committee is as follows:

The recommendations submitted by the majority are, in the estimation of the minority, good ones, but the minority committeemen, however, prefer to make the following recommendation:

That terms governing purchase of grain shall be that payment of drafts shall be made, with proper bills of lading attached, only upon receipt of notice from railroad agent at destination of arrival of confirmatory waybills.

In the treatment of this question your committee suggests that due consideration should be given to the practical banking, railroad and commercial conditions as they now exist, and as they would be affected by the proposed reforms.

After much discussion the majority report was adopted, and a special committee, consisting of E. E. Williamson of Cincinnati, chairman; J. W. McCord of Columbus; Harry Bingham of Louisville; Edward Kinney of Indianapolis; H. S. Grimes of Portsmouth, Ohio, and Harry H. Hill of Cincinnati, was named to take up the work where the conference ended. This committee will issue a call to the railroads and bankers for a conference to be held in Cincinnati in the near future, at which the outline of the bill of lading will be submitted for joint consideration.

OKLAHOMA GRAIN DEALERS.

The annual meetings of the Oklahoma and Indian Territory Millers' and Grain Dealers' Associations will be held at Enid on May 17 and 18. A feature of the joint meeting of the two bodies will be a discussion of means to promote the educational work outlined by the industrial agent of the Frisco System, who has proposed a series of car-end lectures on cereal crops similar to those given in various states a few weeks ago. The Frisco System will furnish the transportation, and

is endeavoring to enlist the professional aid of the Agricultural Department at Washington to give lectures throughout Indian Territory on methods of getting the best results from wheat cultivation, the best seed to be used, how to get it, and also to announce that this seed may be gotten through the millers and grain dealers in sympathy with the movement to improve the yield of wheat and other grains and also their quality.

The outlook for both grain dealer and miller in this section of the country is exceedingly bright at this time; and the supply men find a great deal of both elevator and mill improvement work going on.

J. M. BRAFFORD.

The Indiana Grain Dealers' Association has been fortunate in securing, as secretary to succeed C. B. Riley, who becomes secretary of the Indiana Railroad Commission, a practical grain man in the person of J. M. Brafford of Winamac, who has been vice-president of the Association during the past two years.

Mr. Brafford has had more than ordinary experi-



J. M. BRAFFORD, WINAMAC, IND.

ence along lines peculiarly qualified to fit him for the complex work that falls to an association secretary. Born at Frankfort, Ind., forty-four years ago, he became a telegraph operator in 1880, and was for the next four years a railroad operator and station agent. Then he became manager of the W. U. T. Co.'s office at Frankfort, a position he held for eight years. It was while so engaged in the 'eighties that he got his inspiration to go into the grain business, absorbing, as he did, the enthusiasm of such princes among grain buyers as John W. Snyder of Baltimore, Joseph Sherry of St. Louis (now deceased), James Carroll of Illinois and Thos. A. Morrison of Indiana, all of whom made his office headquarters while buying the immense crops of wheat which Indiana produced in the 'eighties.

Thereupon, "getting a good ready," Mr. Brafford in 1893 went into grain, and has owned elevators at Frankfort, Cyclone and Kirklint, and now owns a large plant (including flouring mill) at Winamac, as well as a half-interest in the firm of L. E. Daniel & Co. at Kewanna, Ind. The plant at Winamac is in charge of Mr. Brafford's son, who has grown up in the grain business.

It will be seen, therefore, that Mr. Brafford's experience has been comprehensive, and as he is familiar with the railroad problems he is likely to encounter as secretary, and is withal a good business man, a good judge of men as well as of grain and an enthusiastic association worker, the Indiana Association has come into most excellent hands and will keep up its good work done in the past.

[For the "American Elevator and Grain Trade."]

RIGHTS OF SELLER AFTER REFUSAL OF PURCHASER TO TAKE GRAIN.

BY J. L. ROSENBERGER,
A Member of the Chicago Bar.

In a suit brought by a party to recover for an alleged breach of contract made March 1 for the purchase of 800 barrels of corn at \$2.50 per barrel, it appeared that the complainant had contracted to shell, sack and store the corn and make delivery at the defendant's mill when ordered, where it was to be weighed and paid for. The corn was promptly shelled, sacked and stored and delivery tendered then and again in the following June. On both occasions the defendant requested the complainant to hold the corn for it a while longer, making, in the meantime, some small payments upon the purchase price. About the middle of July the complainant again offered to make delivery, when the defendant repudiated the contract and refused to accept the corn at any time. After this the complainant fed a portion of the corn to his stock, and later, without notice to the defendant, sold the remainder at \$1.50 per barrel and brought this suit to recover the difference between its value at the time of the breach of the contract, in July, and the contract price.

The contention of the defendant was that the contract between the parties, while executory in the beginning (one to be performed in the future), became absolute and executed when the corn was shelled, sacked, set apart and delivery at the mill tendered; and that the complainant, not having stored the corn for its use, or sold it after notice upon its account, but converted and disposed of it to his own use, must be held to have acquiesced in the repudiation of the purchase, and waived his action against it for damages; while the complainant insisted that the contract was merely executory and that he had a right to use or dispose of the corn as he desired, without notice, and hold the defendant for the difference between the contract price and the market price at the time the contract was repudiated.

The Supreme Court of Tennessee is of the opinion that the contract when first made was executory, but that, under the subsequent understanding and agreement of the parties, it became complete and executed, notwithstanding the corn had not been weighed, delivered or paid for. It says (Mayberry vs. Lilly Mill Co., 85 Southwestern Reporter, 401) that it is true that ordinarily, when anything remains to be done by the seller or purchaser—as when delivery as contracted for is not made, or the property sold is not set apart from other property of like character, or where measurement is necessary to ascertain the purchase price—the contract is incomplete and executory and the title remains in the former; but the intention of the parties, as expressed by the terms of the contract or implied from the surrounding circumstances, is always controlling, and sales may be completed without delivery, ascertainment of the quantity sold, or of the exact consideration to be paid.

The complainant had shelled the corn, put it into the defendant's sacks, stored it separate and apart from his other property, and tendered delivery at the proper time. The defendant acquiesced in all that had been done, and requested complainant to continue to store the corn for its benefit until it could conveniently make room for it, and paid apart of the purchase price. It was certain from these facts that the parties considered the sale complete; and it was, and the corn was the property of the defendant, subject to the right of complainant to require payment upon delivery. All of the elements of an executed sale were present.

However, the court says that it cannot concur with the defendant's insistence that the complainant, by disposing of the corn without notice to it, consented to a rescission of the sale and waived

his action for damages resulting from its refusal to accept delivery and make payment at the contract price. There is, the court says, no difference in the rights and remedies of vendors of personal property in enforcing payment of purchase money in executory contracts and in contracts executed, when possession of the property sold is unchanged. They (the vendors) in both cases have what is generally called a common-law lien, but which is in fact a higher and more efficient right than a mere lien upon the property sold, so long as they retain possession, to secure and enforce payment of the purchase money, which cannot be destroyed save by compliance with the terms of the sale. Their rights in both cases grow out of their possession of the thing sold and are not affected by the vestiture of the title. These are well settled. Where the vendee refuses to complete the sale by accepting delivery and making payment, the vendor has the choice of three methods to indemnify himself against the loss: 1. He may store or retain the property of the vendee and sue him for the entire purchase or contract price. 2. He may sell the property upon notice to the vendee and recover the difference between the price obtained on such resale and the contract price. 3. He may keep the property as his own and recover the difference between the market value at the time and place of delivery and the contract price. The law allows the vendor to retain possession of the property and subject it by these cheap and expeditious methods to the payment, in part, of his claim against the vendee, who has breached his contract, to obviate the risk of insolvency of the vendee, and, as far as possible, the delays and expense incident to litigation. The measure of damages, in the event the property is retained for the vendee, is the contract price: if it is sold upon notice at public sale, it is the difference in what it brings at such sale and the contract price after payment of expenses; and, if sold at private sale, or used by the vendor, it is the difference in its market value and the contract price. The only difference between a public sale of the property and a private sale or use of it is that in the latter the burden is upon the vendor to prove that he has accounted for the market value when sold or used. A fair public sale is competent and ordinarily satisfactory evidence of the value of the thing sold.

IOWA GRAIN DEALERS' ASSOCIATION.

The annual meeting of the Iowa Grain Dealers' Association will be held at Elks Club, Des Moines, Iowa, on Wednesday and Thursday, May 17 and 18, 1905.

Arrangement is made for one and one-third fare plus 25 cents for round trip on certificate plan. Tickets may be purchased on May 13, good for return until May 22.

The program will be made up with a view to encourage the Iowa State Agricultural College to take up the question of the improvement of small grain in Iowa in a similar manner as has been done with corn. Hon. Joseph Trigg, of the Iowa State Register, will give an address pertinent to that subject, with general discussion.

General outlines of the methods of board of trade supervision of weights at terminal markets will be presented by H. A. Foss, chief weighmaster at Chicago; J. G. Goodwin, chief weighmaster at Kansas City, and James H. Warren, supervisor of weights at St. Louis, with general discussion.

Grain inspection at Chicago will also be considered with an address and general discussion.

"Terminal Methods and Conditions," "Improvement of Yield and Quality of Grain Crops," "Good Roads" and "Drainage" are the general subjects that this Association is seriously considering to the end that the public good may be best served.

"We hope to have a good general discussion of these subjects," says George A. Wells, secretary; "and each member is urgently requested to come

prepared to take part, especially regarding terminal weights and inspection, and if possible present tangible evidence regarding any point that he desires to offer."

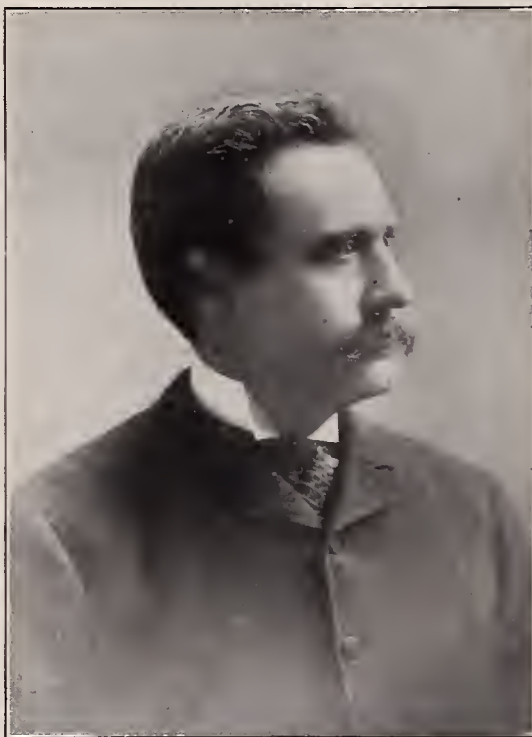
The session of the convention will begin at two o'clock, p. m., May 17, and close 12 m., May 18.

The Elks Club is one of the most elaborately furnished clubs in the West, and it is desired to make this annual meeting of importance socially, and give the best opportunity possible to extend the acquaintance among the dealers of the state; and a cordial invitation is extended to all terminal dealers.

JUDSON C. CLEMENTS.

The elevator interests of the country have shown an increasing interest in the struggle to rehabilitate the Interstate Commerce Commission with powers and functions that will count for something in transportation problems.

One of the best-known members of the Commission is Judson C. Clements of Georgia. Mr.



HON. JUDSON C. CLEMENTS.

Clements was born in Georgia in 1846. He is a lawyer and served in the legislature and later as a representative in Congress, where he remained for ten years, then becoming a member of the Commission.

Mr. Clements is outspoken in advocating the President's idea of enlarging the power of the Commission. "I have no patience with some of the foolish arguments which have been made against the Commission's being given the power to substitute a just for an unjust rate immediately, and irrespective of the right of appeal," he said recently. "It is the merest drivel to say that such authority would be revolutionary, and the railroad lawyers who are giving utterance to such criticisms are making themselves appear foolish before the public. If this power placed in the hands of the Commission would amount to a revolution of the methods of justice and of court precedents then it has been preceded by at least four other minor revolutions of exactly the same character. I refer to the laws creating the state commissions in four of the states—namely, Florida, Texas, North Carolina (lately changed to a corporation commission) and North Dakota. For seven to fourteen years these states have possessed railroad commissions which are clothed with exactly the same authority with which the President would like to see the Interstate Commerce Commission clothed."

Agents of the Southern Railway and M. & O. R. R. Co. report that the corn acreage in a large portion of Tennessee, Alabama and Mississippi has been increased at least 10 per cent over last year, when it was unusually large.

THE RICE CROP.

The government's report on the rice crop of the country in 1904 is an interesting document, which appears in the supplemental issue of the Crop Reporter for 1904. Rice is one of the minor crops of five states only, the Carolinas, Georgia, Louisiana and Texas, but as 93 per cent of the crop is grown in Louisiana and Texas alone, the production of rice in the Carolinas, the historic home of the crop, is now of historic, rather than of economic, interest or importance, the total acreage of the three South Atlantic states having been but 44,100, and the total production of all kinds of rice but 1,124,800 bushels. Indeed, says the report—

The decadence in rice culture in the states of the South Atlantic coast has been one of the most striking agricultural features of their recent history. A crop that has the prestige of two centuries of generally profitable cultivation, and a reputation for quality unsurpassed by any rice in the world, seems threatened with eventual extinction. Comparing the figures of the United States census for 1899 with the estimates of this department for 1904, the rice area of North Carolina has decreased in the five years from 22,279 to 1,800 acres; that of South Carolina from 77,657 to 33,300 acres; of Georgia, from 21,998 to 9,000 acres; and the total area of the three states from 121,934 to 44,100 acres, a decline of almost 64 per cent. As is usually true in the extraordinary rise or fall of production in any given line of food products, this decadence in rice culture is the result of the combined impulsion of several economic forces. A few of these are patent. The recent low prices of rice, on the one hand, and the high prices of cotton, corn and tobacco, on the other, have diverted the formerly important area sown to upland rice almost entirely to the culture of more profitable products. The peculiar inadaptability of the irrigated rice lands of these states to the use of heavy, up-to-date agricultural machinery has prevented reduction in the cost of production and, in this era of low prices, has rendered successful competition with the rice growers of Southwest Louisiana and of Texas impossible. Meteorological conditions, also, are in the long run less favorable than in the Southwest, and individual losses from unusually high tides, overflows and equinoctial storms have, in the already depressed condition of the industry, doubtless influenced the decline. Indifference and careless cultivation have, in many instances, resulted from continual lack of profits, and, as usual, there has followed contraction of production.

The problem of substituting other crops for rice on these fertile, irrigated lands is absorbing the attention of many growers. The peculiar character of the lands, and the conditions of their cultivation, render the solution perplexing. Experiments have been made in some sections with Kaffir corn, ensilage corn, Hungarian millet, Japanese carpet grass and oats, but as yet with undetermined results. Organization and combined effort are regarded by some prominent planters as the only relief to the situation. By that means, it is maintained, rice culture can in some instances still be made profitable, and in others diversification of crops more successfully carried out.

On the other hand, the production of the Gulf littoral has increased by leaps and bounds, the acreage having increased between 1899 and 1904 from 201,685 acres to 376,500 in Louisiana and from 8,711 acres to 234,200 in Texas, or the combined acreage of the two states from 210,396 to 610,700 acres. This enormous increase is undoubtedly due to the discovery, made about 1885; that rice could be profitably grown by irrigation on the prairie lands of Southwest Louisiana and Southeast Texas. The peculiar character of these lands and their adaptability to rice culture have since revolutionized the industry and transformed this region from comparative waste and desolation to thrift and prosperous activity. These lands, now distinctively known as the rice belt, extend 20 to 90 miles in width, from St. Mary parish westward about 240 miles along the coast of Louisiana and Texas and comprise an area of about 12,000 square miles. They are traversed by ten navigable rivers and numerous lakes and bayous, and lie from 6 to 38 feet above the level of the streams. Consisting of a rich dark loam, easily cultivated, their distinguishing characteristic, as compared with the rice lands of Eastern Louisiana and the Carolinas, is that they are underlaid with an impervious subsoil which permits great economy in the use of water, enables the field to be thoroughly drained

at harvest time, and most important of all, makes possible the use of improved self-binders and other modern agricultural machinery.

The varieties of rice produced in Texas and Louisiana are numerous. Commercially, however, they are classified under the heads of Honduras varieties and Japanese varieties.

The total crop for 1904, by states, without reference to varieties (rough rice) is as follows:

	Acres.	Bushels.
North Carolina	1,800	53,320
South Carolina	33,300	234,300
Georgia	9,000	234,000
Louisiana	376,500	11,445,600
Texas	234,200	8,314,100
Other states	7,296	211,518

Total U. S. 662,006 21,096,038

This production in the Gulf country is so great that the trade is greatly demoralized by the over-production, and for 1905, Dr. S. A. Knapp, the recognized authority in the Gulf district, says the acreage to rice will be materially reduced, not because there is any agreement to do so, for "experience has shown that agreements to reduce acreage for the general good of an industry have resulted rather in an increase than in a decrease, for the reason that individuals figure it out that when everybody is cutting down is a good time to plant more. The reduction of acreage in the rice belt this year will come because the average rice belt farmer will not have the means unassisted to plant and take care of a full acreage, and he cannot reasonably look for advances under the conditions that have prevailed recently. The owners of large farms are having trouble in getting tenants, and there is at least one canal in Texas that will not run this year.

"A large quantity of low-grade rice has been fed to stock this season. I do not think it is an over-estimate to put the quantity disposed of in this way at 500,000 bags for the season. In Texas most of the rice farmers have fed ground rice to their stock, and large quantities of feed, of which ground rice is a principal ingredient, have been shipped outside the rice belt. I know of my own personal knowledge that feed of this character has been shipped as far west as San Antonio, and considerable quantities have gone into the cotton belt. I shall feed 300 bags on my place, and Senator Drew expects to feed 1,000 bags this year.

"To sum up the rice situation, it seems to me that the time is not remote when the industry will be on a firm foundation, the farmer and the distributor having learned some costly but needed lessons of economy, and the consumption having increased to a point where there will be no immediate danger of a repetition of the recent period of depression."

UNIFORM GRADING IN MINNESOTA.

The chronic complaint in Minnesota that there has been no uniformity of the inspection of grain at Minneapolis and Duluth has been attacked by Governor Johnson. The fact that the same department would inspect wheat at these two great terminal markets differently at each market has been a fruitful cause of annoyance and pecuniary loss on transactions between the two cities; and this long-continued condition of things culminated recently in a complaint made to the governor by a Duluth firm that it had submitted seven cars of wheat to the Duluth board, and being dissatisfied with the grade had sent the same wheat to the Minneapolis terminals for a second inspection. The Minneapolis board had given it a higher grade. There was a difference in the grading of 5 cents a bushel, and had the firm submitted without question to the Duluth inspection it would have suffered a loss of \$440 on the consignment of seven cars.

On receipt of this complaint Governor Johnson took up the subject, and after a conference with the members of the two branches (Minneapolis and Duluth) of the State Board of Grain Appeals,

decided upon the plan of having the Minneapolis members of the board alternate with the Duluth members in hearing appeals from the grading of the inspectors. The three Minneapolis members will take turns in sitting at Duluth and the three Duluth members will alternate in sitting at Minneapolis.

By this simple arrangement (not entirely new, but hitherto defeated practically by reason of the members' "tired feeling," which made it uncomfortable to travel from home for this purpose) the inspection of the two markets can be brought somewhat in harmony by keeping in touch with each other's work.

KENT D. KEILHOLTZ.

The youthful floor trader and cashier of the firm of E. L. Southworth & Co. of Toledo enjoys the distinction of being the youngest member, in point of years, ever elected to the Toledo Produce Exchange. He is not quite twenty-two years old.

Mr. Keilholtz has not been one of the "pampered



KENT D. KEILHOLTZ, TOLEDO.

children of fortune," but has made his own way and earned what he has both of property and reputation. At fifteen years of age he owned and successfully conducted a news and cigar stand. Disposing of this business he returned to school to take a special course and later accepted a subordinate position in the grain offices of E. L. Southworth & Co., where he has been advanced step by step on his merits, until he has attained his present position. When Mr. Southworth was elected president of the Produce Exchange he conferred upon Mr. Keilholtz a life membership with all incidentals paid.

KANSAS SIDETRACK LAW.

The new railway law of Kansas requires railway companies to furnish sidetrack facilities to all elevators that have a capacity of 10,000 bushels or upwards, whether the particular elevators are upon the right-of-way or on lands adjoining it. If, for example, a railroad company will not lease an elevator company or grain dealer a site for an elevator on its right-of-way or along an existing sidetrack, the elevator company or individual may build an elevator off the right-of-way; and, if the elevator is at some distance from the main track, the owner may build a spur to the right-of-way, which the railroad company must connect with the main line. If the elevator stands on land not right-of-way, but adjoins the right-of-way, the railroad company must put in a sidetrack to said elevator.

The railways may test the law before conceding to its demands; and the Missouri Pacific, in the

case of the farmers at Hargrave, Rush County, who have formed an elevator company and want an elevator site on the railroad right-of-way, has refused to give it to them. The farmers, as the Hargrave Grain and Live Stock Association, want to build an elevator adjoining the right-of-way at a town the people call Hargrave, but which the railroad company calls Mills Station. When the former drew up its formal application for a sidetrack, and presented it to the Missouri Pacific local agent, with the tender of \$25 in gold, as required by the law to show that the application is made in good faith, the station agent refused to accept the tender or receive the application, the general superintendent taking the position that there are now "sufficient elevator facilities at that point, and in justice to the capital already invested, the company does not feel that it should grant the location desired, as it would not seem fair to provide additional elevators, which would only result in the impairment of those now running at that point."

A Topeka correspondent says: "The opinion prevails that the railroads will in the near future refuse to obey the new law on the ground that it is unconstitutional. They probably will hold off as long as they can, because of the public sentiment which at this time is not wholly friendly to the railroad interests. The State Board of Railroad Commissioners is burdened with complaints of this character, mostly from Western Kansas small towns. The board will investigate, and if it finds discrimination, it will put the screws on, and force the railroads to show their hands."

MONTREAL A FREE PORT.

At a special meeting of the Montreal Corn Exchange, held on April 16, the following resolution adopted by the committee of management on March 27 and presented later to the premier, was reaffirmed:

Whereas, The cost of maintenance of the port of Montreal is in excess of the revenue, and the Harbor Commissioners have, therefore, under consideration ways and means of increasing said revenue;

Whereas, Any increase in charges, either on goods or vessels, will be against the interests of this port; therefore,

Resolved, That Montreal being the national port of the Dominion, the committee of management of the Montreal Corn Exchange Association considers that the obligations of the Harbor Commissioners should be immediately assumed by the Dominion government, and that the port should thereafter be maintained as a free port.

This action was taken as a reply to a communication from the secretary of the Harbor Commissioners, to the following effect:

The new by-law concerning wharfage rates, which are the same as last year, was approved by order-in-council on April 12. The revenue from wharfage rates and the new charges for rentals of wharf space will, in my opinion, be barely sufficient to meet the expenditure, as the interest will probably be increased \$30,000, and the harbor repairs could not be cut down more than that amount; and as the expenditure in 1904, on ordinary account, not taking into account the working of the grain elevator, was \$390,830.13, the amount required for 1905 will, in all probability, be \$400,000.

The opening of the Erie, Champlain, Oswego and Capuga and Seneca canals to navigation took place on May 4. The Black River Canal was not opened until later, weather conditions delaying necessary repairs.

While the improvements at the port of Montreal are costing money, the question has become an acute one there, who will pay the increased expenditures. The shipping and grain interests say the Dominion treasury should stand the cost, on the ground that, "Every expenditure between this port and the Gulf for the removal of disabilities against the St. Lawrence is practically purchasing shipping for this route; a tax now against ships in the port is simply adding a disability which the port is spending millions to remove."

CHIEF INSPECTOR COWEN'S PLAN FOR IMPROVING CHICAGO INSPECTION.

[The following paper by W. S. Cowen, chief grain inspector of Illinois, was read on April 14, at a meeting of the Illinois Railroad and Warehouse Commission and a number of representative receivers and shippers, at the Commission's offices at Chicago.]

I was appointed chief grain inspector in June, 1904, and during the nine months of service, I have made investigations which have led to changes in the working of the different branches of the department. I was first confronted with the problem of finances; and along that line I have reduced the expenses nearly \$2,000 per month, and at the present time the department is on a paying basis; and with ordinary business we can protect the small reserve fund which is absolutely necessary and which should always be held intact for emergencies.

The next matter which I took up with the Railroad and Warehouse Commissioners was the inspection of grain; and with the consent and hearty co-operation of the Commissioners, we have undertaken the reorganization of the State Grain Inspection Department so as to secure a uniform grading and to increase the efficiency of the inspection force. We found that the complaints as to the inspection heretofore have been due to want of uniformity in grading. Grain elevators are scattered about in Chicago and surrounding territory from Waukegan to Hammond, a distance of sixty miles. At each of these elevators state grain inspectors are stationed to grade the grain received and shipped out, and besides these inspectors, we have inspectors' stations at each of the principal railroads to inspect grain arriving from the territory represented by you.

We have used every precaution to secure uniformity of inspection and grading, and I think we have improved the service. We have endeavored to follow up every questionable inspection, and have sent supervising inspectors at a great expense to the department to make these investigations. Within the past few months we were called to explain the inspection of six cars of oats at Louisville, Ky.; and before sending the supervising inspector to Louisville, we found that the oats had been loaded at one of our elevators and bad graded No. 2 oats. Our supervising inspector went to the cars and reported the oats as No. 3. This transaction cost the inspector his position, and the department adjusted the claim to the satisfaction of the Louisville receiver.

Another case in mind was a Minneapolis house operating a line of Western elevators. At one of these elevators they had 11,000 bushels of oats in special bin; and in loading these oats out, they billed six cars to an elevator at the extreme limit of our jurisdiction and the other five cars to a Board of Trade firm. These last cars were all inspected on the C., M. & St. P. road, and all five cars graded No. 3 white oats, while the other six cars were inspected by another inspector and all graded No. 4 white oats. As this case was brought to our attention after the grain had been unloaded and the identity of the grain destroyed, we could not discover which inspector was right. These are just two cases, but the point of argument is that with this new department the Louisville, Ky., oats would never have left Chicago, and in the other case the eleven cars of oats would have had to pass the Board of Review, and the chances were good to bring the judgment of the two inspectors together. All these inspectors may have been and unquestionably were honest; but situated as they were, they were not in touch with us, and until we can review all of their work, we will not be in touch with them nor they with each other.

But in order to fully carry out our idea we wish to establish a "Sampling Department," the outcome of which we have great hopes will bring about the scientific inspection of grain; and the immediate outcome will, we are positive, give both the receiver and the shipper of grain, a uniform

and correct inspection of grain, according to the rules which govern the inspection. This "Department of Sampling" should be separate and under the supervision of at least four expert grain inspectors, to wit: One expert wheat inspector, one expert corn inspector, one expert oats inspector, and one expert rye and barley inspector. These four inspectors would devote all of their time to their special work, and must have for their use and guidance the services of one good chemist. We would hope to locate this new department in the same building, but apart from our offices. We would have extra men to take samples of each and every car inspected and samples of all vessels loaded. These samples could be delivered to our new department as promptly as they have been delivered at the Board of Trade, and would receive immediate attention by the expert inspectors. If, in the judgment of these experts, our inspector's inspection was correct, the sample could then be delivered to the responsible party on the Board, where it would receive its commercial value. In disputed cases, a record could be taken and a supervising inspector sent immediately to the car, or vessel, to reinspect the grain.

This new system appeals to us from the fact that it must be almost impossible, in the severe winter or rainy season, for an inspector to render good service. The physical condition of an inspector at a time when the thermometer is below zero, bundled up as he must be, and doing his duty as best he can, gives thought to the new department where the comparison is a strong recommendation. Our expert inspectors will receive these samples in a warm room, best calculated for the purpose, and without any interference can examine and pass upon each sample.

We speak of the immediate, correct and uniform inspection of grain; and to explain that thought, we will take, for example, the work of the corn expert. He will have allotted to his department space for the samples of the fourteen inspectors inspecting the corn arriving on the various railroads, and each inspector's samples will be kept separate. In passing on these samples daily, he will be able to tell at a glance where the inspection is too severe or too liberal, and can correct the wrong by immediate reinspection and can during the day call the inspectors to task. It would be but a short time until this daily work would bring the different inspectors to a uniformity of inspection; and as these experts work on all samples and with all inspectors, the in and out inspection would be identical.

It is a school of instruction, and must come now or in the immediate future. It is easy to enlarge on the possible benefits which would come through the scientific experiments which would be made daily by our chemist, and it will require the services of the chemist to give an intelligent expression of these chemical possibilities. We think it will be possible in time, by the constant study these experts will give to the work, aided as they will be by the chemist, to place a value on grain. In other words, where two samples grade No. 2 red winter wheat, according to the rules, one may be worth one or two cents more than the other; and with the scientific report, the receiver would be in a position to demand, and possibly get for the producer, the real value of his wheat.

You all understand that the present department is a fee-supporting one, and must be maintained by a charge for inspection, and at the present time we have a safe surplus for our immediate wants. In the study we have given to the possible establishment of this new "Department of Sampling," we have considered the extra expense, and find that it will cost approximately \$25,000 for the first year and about \$25,000 for the second year. We have outlined our plan briefly to the grain committee of the Chicago Board of Trade, and I take pleasure in reading this letter from Mr. Sager, chairman of the grain committee: We wish the state of Illinois to be second to none in the scientific inspection of grain. If the consensus of opin-

ion seems to indicate that we should undertake the reorganization of the state grain inspection department by the establishment of a sampling department, the next matter to consider is the expense and the proper parties to bear this expense.

As I have previously stated, this new department will cost us about \$25,000 a year for at least two years. It will take that amount of money to equip the new quarters, together with the salaries of the four expert inspectors, the one chemist, at least twelve men to take samples, and other items too numerous to mention. To make a success of this department it will be necessary to secure the services of the best possible men to act as experts, and for such experts we will be compelled to pay good salaries.

We first thought it might be possible to draft a bill and ask the state of Illinois to appropriate enough money to carry the new department for two years, but after a study of the history of the department we think the burden should be borne by the people directly interested. Since the department was established in 1871, we have never asked for any state aid to carry out any policies, but have maintained the department by the fees for inspection; and in looking over the charges for inspection, I went back as far as 1879. At that time we charged 25 cents per car, and during that year the average contents of a car of corn was 450 bushels and of oats 750 bushels. During the next ten years, the charge for inspection was from 25 to 35 cents, and from 1890 to 1901 the charge was 25 cents each year, and was raised again in 1902 to 35 cents and has continued so to the present time; but during this period of twenty-six years the railroads have been advancing with the times and have put in service each year new equipment with increased capacities. The capacities of these new cars have increased so rapidly that it is not uncommon now to see grain cars with over 100,000 pounds of wheat or corn. During this same period our charge for inspection has never been more than 35 cents per car, and for fourteen of the twenty-six years our charge was 25 cents per car; but the average contents of cars of corn have increased from 450 bushels in 1879 to 1,146 bushels in 1904, and the average contents of cars of oats from 740 bushels in 1879 to 1,454 bushels in 1904. So at the present time you are paying only 35 cents for at least twice as many bushels, and with corn you are loading three times as many bushels as you did in 1879.

Now, I would like very much to show you what this department has had to contend with during this period of twenty-six years. In 1879 all of the railroads had their yards for inspecting grain within the original city limits and all of our inspectors could be found within a small radius. It was possible in those days to curtail expenses by the use of one inspector for different roads when receipts would drop off on any particular road. In fact, in the history of the department we have had one inspector inspecting the grain of three roads and often had one inspector handle two roads, but now in the advance with times and the increased business, the separate railroads have extended their terminals until each inspecting yard is so situated that we are compelled to employ not only more inspectors but more helpers. In 1879 the C., M. & St. P. had their yard at Union Street, and from there they went to California Avenue and are now at Galewood. In 1879 the C. & A. was at Halsted Street, and from there they went to California Avenue. In 1879 the Illinois Central was at Twelfth Street, with one inspector and helper, and now we find one division at Fordam and another division at Hawthorne. This change necessitated one extra inspector and one helper on that road. In 1879 the C., B. & Q. was at Center Street, and now we go seven miles to Morton Park. In 1879 the C. & E. I. was at Thirty-third Street; from there they went to Oakdale, and are now at Dalton, twenty miles from Thirty-third Street. These same conditions apply to all of the roads.

Then another point is the loading and cooping of cars. In 1879 it was only necessary to put in a few boards or one grain door; now the cars are boarded up to the roof, whether it is necessary or not, and our inspectors and helpers must use time and hard labor to enter the cars, and also the utmost care, lest the grain spill out over the high boards; yet you expect us to inspect your grain correctly but do not consider the difficulty; and the result of these cars loaded to the roof is that we must make a grade and then mark the ticket "subject to revision." This "subject to approval" means more work to us, and more expense, but costs you nothing. These cars are ordered for transfer, and the department is requested to send an inspector to remove the "subject" free of cost, and we must do it. I feel that at this meeting we should go further into this, and I would hope that you will authorize us to make a charge of at least 25 cents for this service.

Now, in view of the fairness of the department for the past twenty-five years, which seems to be shown by the charge of inspection and the conditions under which that fee was earned, we feel that we merit your confidence and that for the great good which we contemplate and which will benefit all shippers, you will extend a hand. We are receiving and have received for years 50 cents per car on all out inspection and 50 cents per thousand bushels for vessels loaded. Now, in order to establish this new department, after reviewing the past, considering the present, and looking into the future, we cannot do it unless by your action here to-day you recommend us to increase the fee for in inspection from 35 to 50 cents per car. We do not feel that the state of Illinois should be asked to appropriate money for this purpose, if the money to adopt this new system can be raised in any other way; and I therefore strongly recommend to the Honorable Board of Railroad and Warehouse Commissioners to advance the rate of in inspection from 35 cents to 50 cents per car, which will provide a sufficient amount of money to maintain this new department.

BROOKLYN ELEVATORS RAZED.

The demand for merchandise stores on the Brooklyn dock is so great that the New York Dock Company is about to raze Master's and McCormick's elevators on the Commercial Wharf, Atlantic Dock, so as to turn the buildings into general merchandise warehouses, says the Brooklyn Eagle.

Each of these has a capacity of about 1,250,000 bushels, with a transfer capacity of 4,000 bushels an hour, or 8,000, if receiving and loading at the same time. The company's men are already engaged in the preliminary work and contracts are out for the work of razing the towers and removing the costly plants that once coined money.

Their removal will be that of the last vestige of the once great grain trade of the Atlantic Dock. A few years ago, the Brooklyn elevators had a capacity of 21,000,000 bushels of grain. One by one they were razed, and when Masters' and McCormick's go, there will be only Dow's and Beard's left. But these have a capacity of 5,000,000 or 6,000,000 bushels—more than enough to supply the local milling trade, and that is all the grain trade of the port now amounts to, except what the liners carry in the absence of other cargo and that is only put on board at the last moment.

The amount of sugar and coffee in the warehouses compensates for the loss of the grain. One firm alone is reported to have 4,000,000 bags of coffee and 145,000 tons of sugar in store, and all the other warehousing concerns are said to be equally pushed for space.

This state of affairs accounts for the razing of the elevators referred to. They cost large amounts of money, but their usefulness has departed. The last attempt to retain the grain trade was made at McCormick's elevators. The dock railroad had

been built and an elaborate plant was installed to handle the grain semi-automatically. It was dumped from the cars into pits by means of power shovels. After much money was expended the idea was abandoned and the elevators were closed down forever.

The expectations are that the warehouses will be utilized largely for coffee storage, as the present limits have been reached north of Hamilton Ferry. The entire transaction marks a complete revolution within a few years of the waterfront business of the port in general and of Brooklyn in particular.

BRANCH OFFICES IN MINNESOTA.

In order to avoid the terms of the new bucket-shop law of Minnesota, which is open to the same interpretation as to transactions in "branch" offices as the Illinois law, Minnesota commission houses operating branch offices have adopted the plan of



ENTERING NIAGARA GORGE.

reducing the branches to "operating" stations only on private wires. As the new law requires that all option trades taken in the stock and grain markets must be made directly with a member of the authorized public stock or grain exchanges, the stipulation is embodied in contracts for grain that the transaction is for the actual product and that it may be terminated at the option of the customer. Under this arrangement customers will deposit money with the "operator," as the manager of the branch will hereafter be called, to cover their deals. It will be kept at the branch office to their credit, and all profits made by the customers will be transmitted by mail from the head office. "No deals of any kind will be closed at the branch office," but the orders will be taken and transmitted to Minneapolis to be executed. The customer may close his deal by an order sent over the company's wire. As the companies now engaged in this kind of commission business are actual members of the Minneapolis or Duluth exchanges, they expect they will be able to buy and sell on these telegraphic orders the same as for city customers.

Lake navigation opened on April 13, fully two weeks in advance of last year.

New Westminster, B. C., on April 9 reported the arrival of 12 cars of corn over the C. P. Ry. from the East, being the largest amount of corn in one shipment that ever reached that city. It went to a distillery.

THE NATIONAL ASSOCIATION AT NIAGARA FALLS.

The ninth annual meeting of the Grain Dealers' National Association will be held at Niagara Falls, N. Y., on Friday and Saturday, June 2 and 3. The headquarters will be the Cataract-International Hotel, and the sessions of the meeting will be held in the assembly room of the hotel, located on the first or ground floor. The program of the business for this meeting will be as follows:

PROGRAM.

Invocation—Rev. A. S. Bacon, Niagara Falls, N. Y.
Address of Welcome—Hon. O. W. Cutler, Mayor, Niagara Falls, N. Y.
Address of Welcome—L. S. Churchill, Buffalo, N. Y.
Response—F. C. Paddock, Toledo, Ohio.
Secretary's report and financial statement.
Appointment of committees.
Reports of standing committees:
Advisory Committee—J. M. Brafford, Indianapolis, Ind.

Grain Improvement Committee—J. L. McCaull, Minneapolis, Minn.
Legislation Committee—Charles England, Baltimore, Md.
Grain Car Equipment Committee—H. A. Foss, Chicago, Ill.
Trade Rules Committee—C. A. Burks, Decatur, Ill.
Arbitration Committee—Jay A. King, Nevada, Iowa.

Address—Hon. James Wilson, Secretary of Agriculture, Washington, D. C.
Credentials Committee's report.
Resolutions Committee's report.
Auditing Committee's report.
Miscellaneous business.
Nominating Committee's report.
Election of officers.
Adjournment.

PROGRAM OF ENTERTAINMENTS.

Friday, June 2, 2 p. m.—Reception and luncheon for the ladies at the Natural Food Conservatory, "the home of shredded wheat."
8 p. m.—Informal reception and dance at the Cataract-International Hotel.
Saturday, June 3, 2 p. m.—Inspection of Goat Island by the ladies in automobiles.
4 p. m.—Inspection by delegates of the Natural Food Conservatory.
8:30 p. m.—Old-time Southern cake walk, by descendants of "The Real Thing."

All passenger associations have granted a rate

of one and a third fare for the round trip, and tickets will be on sale from May 30 to June 2, except in Western and Southwestern passenger territory, where, on account of the distance to be traveled, tickets will be sold on May 29. All tickets are good returning to June 7.

Tickets sold will be on the certificate plan, and it will be necessary to secure a receipt for all money paid for tickets purchased in order to secure the rate of one and a third fare for the return trip.

A fee of 25 cents will be charged by the joint agent for visting tickets at Niagara Falls.

The headquarters of the convention will be the Cataract-International Hotel, where the meeting will be held. This hotel has made a rate of \$3.50 to \$5 per day on the American plan. If delegates desire to take a hotel on the European plan, the Imperial and Oak Hotels make a rate of from \$1 to \$2 per day.



VIEW OF NIAGARA FALLS FROM BRINK OF HORSESHOE FALLS.

I dreamt not I should wander here
In musing awe; should tread the wondrous world,
See all its store of inland waters hurled
In one vast volume from Niagara's steep.

—Moore.

It is not necessary here to descant on the wonders of Niagara. In verse and prose, in song and story, from Hennepin to the latest poetaster, volumes have been written of its majesty and beauty, and still the whole is not told; and if it were, it would still be inadequate, for no words merely may describe a scene of nature, however simple, and make it truly a visible, mentally tangible thing; how much less so vast a phenomenon as Niagara, which may be apprehended through the eye only. Many, like the poet Moore, have half encircled the globe to see this "vast steep"; and yet millions of Americans, with this wonder in their dooryards, have not seen it.

The program of the National Association contemplates ample time for the members of the Association to see Niagara at their leisure. There are no long addresses or papers in contemplation, only a matter of serious business, the intervals of which may be relieved by the study or enjoyment of this majestic torrent, on which

"God hath set His seal
Of beauty, might and grandeur."

The season is the best of all times to see the Falls, when its trees and shrubs and vines are in fullest leaf and blossom—"the emerald setting for the endless series of large and small, near and distant, water pictures." The climate will be cool and invigorating and the surroundings of the convention stimulating as well as soothing by the very awe the cataract inspires.

The occasion, it need not be said, is a most important one. Here and then, it is not too much to say, the fate of the Grain Dealers' National Association may be determined. Either it must receive new impetus or it will sink into the desuetude toward which the apathy of many of its quondam friends is driving it. Politics and the subterranean methods of politicians, which have ruined stronger organizations than this, coupled with personal animosities, are at work to undermine the foundations of this Association. It will be the business of this

meeting to remove these influences and give the Association new life, or to yield still further to them and let the Association sink into decay. The grain dealers who want to see the National Association live and amount to something should attend this meeting, to which both the scene and the subject matter invite the grain men in strongest terms.

RECOVERS GRAIN MARGINS.

The Illinois Supreme Court affirms the judgment of the lower court which awarded Dr. Benjamin E. Slusher of Decatur judgment for \$1,270 paid by him as margins in buying and selling options on grain on the Chicago Board of Trade, to Bartlett, Frazier & Co., a commission firm in Chicago. The defendant company operated a branch office in Decatur in which the physician spent the above amount, with no intention of receiving or delivering the grain for which he contracted, which condition of trading under the Illinois act is "bucket shopping" and illegal.

Actual work on the enlargement of the Erie Canal is about to begin, five contracts having already been let.

INSPECTION REFORM AT CHICAGO.

On April 14, on the invitation of the Illinois Railroad and Warehouse Commission, a number of Board of Trade members, handlers of grain at Chicago, met at Chief Grain Inspector Cowen's office to discuss Mr. Cowen's plan for reorganizing the inspection service in this city. This plan he outlined in a paper read on this occasion, which is printed on another page of this number.

On the conclusion of the reading, Commissioner French, who was the only member of the Commission present, and who presided, asked Mr. Carl S. Scofield, of the Agricultural Department, who had come to Chicago to attend this meeting, to give his views. This Mr. Scofield did briefly, but in a very comprehensive manner. Mr. Scofield has made a special study during several years past of the question of grain inspection, and having referred briefly to the crying demand for greater uniformity of the inspections—so that, for example, a sample of corn that graded No. 2 in and out of Chicago should, if found in the same condition, grade the same at any other point where regrading should be necessary on its way to the consumer—dwelt upon that essential feature in the estimation of grain, the moisture content. Exact knowledge of this must be known, or, at least, a close approximation, before grain can be confidently graded, and this knowledge can be simply and speedily attained. The proportion of dirt can also be speedily obtained by a method that is now in use by the flax inspector of the Chicago Board of Trade, and by the flax inspectors of Minnesota—a method perfected long since by the late Inspector Stevens of Chicago. These are but details of a "scientific method" of grain inspection, which is entirely practicable for use in grain inspection offices anywhere, and is now in actual use at Buffalo and in Minnesota, where the reinspections demanded have been reduced 50 per cent since the scientific method was introduced.

This scientific method, Mr. Scofield insisted, is not only practicable for the accurate grading of grain according to correct practice and rules, but could easily be applied to a still closer grading or inspection to determine the relative values of different samples of the same general grade.

Mr. Scofield closed by saying that a good inspection would reach further than merely correct the complaints made by grain merchants and consumers; it would stimulate the production of better grain because it would give the good grain the advantage it should take and destroy the tendency to reduce everything to a dead average; in other words, it would induce farmers to grow good grain which could be sold on its merits.

Mr. H. N. Sager, chairman of the Chicago Board of Trade grain committee, speaking as an individual only, said he heartily approved Mr. Cowen's plan, barring the matter of the increase of the inspection fee, which was a matter for the shippers to approve rather than the receivers, although to himself personally the small increase suggested would cut no figure compared with the prospective benefits of the change. He did not think that all of the dissatisfaction with the inspection was chargeable to the department; the country grain dealers themselves are in part responsible for the low grading of grain and the rapid disappearance in late years of contract grain. But Mr. Cowen's plan if inaugurated would have a wholesome influence on the inspection. There is now no actual standard of inspection to which all track inspectors work. It is practically each man for himself. The new plan would educate the men to work together as a "team" and not as individuals entirely cut off each from the other.

President Hubbard of the Illinois Grain Dealers' Association said he was ready to approve any movement to better the inspection service. Country dealers think the inspection is very irregular and uneven—different on the different roads entering Chicago, and also that the in and the out inspec-

tion is not the same. The loss involved in this difference falls on the country shipper in the first place, and from him passes on to the producer of grain. A betterment of the inspection would help the Chicago market.

Mr. Hubbard did not think it wise to ask the state for an appropriation to pay the expense of the proposed change, as residents of other states than Illinois would reap quite as much benefit as Illinois. He believed thoroughly in the principle of more accurate inspection—inspection now is only an opinion—a guess—which is affected by weather conditions at time of inspection. He thought the additional expense of accurate inspection (15 cents per car) too small to be seriously considered as an objection to the proposed movement.

President Jackson of the Chicago Board said Mr. Cowen's plan commended itself to him in the highest manner as promising a change that would be satisfactory to all interested as receivers here and buyers of Chicago grain.

Geo. A. Stibbens, speaking for shippers in Southwestern Iowa, said he had called their attention to Mr. Cowen's plan only a few days before, and found they did not take to it. They are track shippers of "No. 3 or better." Their grain is not sold on its merits. But dealers who consign their grain would undoubtedly approve the plan. Personally, Mr. Stibbens said, "I approve it heartily." As conditions now are, inspection is a guess, and the plan in practice would result in greater uniformity through education of the inspectors to work together and toward one definite standard.

S. C. Scotten endorsed the plan, since it would certainly tend to make the inspection more uniform. Years ago "Chicago inspection" meant a great deal—the East would buy on that basis; now it means nothing, and grain is bought to go East only on private inspection. Mr. Scotten thought the Cowen plan would put the private inspector out of business. The increased cost of Mr. Cowen's plan might, Mr. Scotten thought, be covered by having the department's samplers do the work now done by the Board of Trade samplers, the samples used by the inspectors being sent to the sample tables of the Board.

Mr. Scotten said he was in sympathy with any movement to better the inspection, as it would increase public confidence and make better market conditions at Chicago.

Mr. Griffin, of the Glucose Sugar Refining Co., approved the Cowen plan.

J. Schnydacker also endorsed it as worthy of a trial, as did also Mr. Beyer, secretary of the Illinois Association.

Mr. Eckhardt, of the Pope & Eckhardt Co., agreed with those who want to improve the inspection, but did not quite approve of the proposed plan of doing it, as he believed the place to inspect grain is on the track and not in the office of the chief inspector. The supervising inspectors, in his opinion, should work in the yards and at the loading spouts of elevators. The use of samples in the office to serve as the basis of a school of instruction is admirable, but to inspect from those samples at the office would be cumbersome in a busy time and cause delay.

The study of moisture in corn, Mr. Eckhardt added, is an important one. The safety limit has not been satisfactorily or finally determined, but the Board's grain committee, by a series of tests, had arrived at the opinion that 15 per cent is a safe proportion for No. 2 corn.

Mr. Eckhardt was reminded by Mr. Sager that the office inspection was not intended to take the place of track inspection, but was supplementary only, in the way of revision of the track inspection.

E. Gerstenberg, whose specialty is barley, spoke of the absolute worthlessness of the entire barley inspection, and the necessity of a radical reform there, at least. E. Glaser also complained of the same inspection.

Geo. A. Wells of Iowa approved the Cowen plan in so far as it would amount to a school of instruc-

tion. In talking corn culture in Iowa, he said, farmers ask, Why do you not buy corn on its merits? Yet, as a matter of fact, farmers get as much money for poor corn as good, and there is really no incentive to them to raise better corn. He believed also in the value of discipline in the inspection force, and that inspectors should be moved from yard to yard and not, as now, kept all the time in one yard. At present the country dealer takes the first inspection he gets on a crop as his standard for that crop.

Mr. Bradley did not agree with others that Chicago's out certificates are no good—they are useful. He wanted the inspection to be "not too stiff"—that would drive away trade. He did not want any "Chicago analysis," which would amount to the same thing by scaring away shippers.

Sam Smith, one of the oldest of the inspectors, did not think it fair to say the inspection is "all a guess"—twenty-five years of experience by an inspector ought to be worth something in the way of instruction.

The discussion, of which the above is the bald-est outline, was quite thorough. No decision was,

[For the "American Elevator and Grain Trade."]
SAMPLING AND INSPECTION IN MINNESOTA.

BY F. W. EVA,
Chief Inspector of Grain, Minnesota.

Replying to your inquiry as to our method of sampling and inspection in this office I would say that our samples are gathered by competent men in the usual way—by pushing a long brass probe into several places in the grain, each time procuring a section of the grain from top to bottom of each car, which is placed in sacks, together with a ticket on which the sampler has written the car number, initial, date, railroad and his name.

We are sampling, as yet, only the flax, oats, rye, barley, corn and a portion of the wheat, but will, as soon as practicable, sample all wheat.

I enclose herewith a portion of my annual report to the Railroad and Warehouse Commission, showing the results of this work since January 1, 1904, to August 1, 1904, inclusive, which is the end of our crop year:

"Since the first of January, 1904, I have inaugu-



GENERAL VIEW OF NIAGARA FALLS FROM MAID OF THE MIST INCLINE.

of course, arrived at, this meeting being but advisory in its nature. Nor has the Railroad and Warehouse Commission as yet made any announcement, except that Mr. Cowen decided to go to Minneapolis in person, taking with him Mr. G. B. Powell, chief clerk, and Wm. Smillie, chief supervising inspector, and make a more thorough investigation of the practice in vogue in that state for the inspection of coarse grains. He will then carefully revise his plan of procedure, which the Commission will then pass upon finally.

SMILEY SERVING A SENTENCE.

The telegraph announces that E. J. Smiley, secretary of the Kansas Grain Dealers' Association, was on May 3 placed in the county jail at La Crosse, Kan., "to serve a ninety days' sentence of the United States Supreme Court for the violation of the anti-trust law." With the blundering characteristic of the average reporter, the writer of this record added: "This is the first instance of a member of a trust being sent to jail in Kansas." But Mr. Smiley is not a member of a trust nor the agent of a trust nor the beneficiary of a trust, although no doubt he is the only victim of the Kansas anti-trust law.

The Manitoba and Northwest Grain Growers' Association of Manitoba has taken up the question of marketing the members' own grain, and a committee appointed at the last annual meeting drafted a scheme for consideration. Objection was raised, however, to the price of shares, which it is proposed to place at \$250 each.

rated a new method of inspecting coarse grains in Minneapolis, and will adopt the same in Duluth as soon as practicable. Prior to that date, all grains, with the exception of flaxseed, were inspected in the different railway yards, of which there are ten. In some of these yards one inspector gave a grade to every kind of grain found in his territory.

"While the judgment of the different inspectors is practically uniform in the inspection of wheat, there has always been a noticeable variance in judgment in coarse grains, especially barley and oats. These differences were largely due to the slight attention paid in the past to the grades on barley and oats by the trade, they to a great extent not caring whether these grains received inspection or not, as their buying and selling was almost wholly by sample, especially on the inspection into store. Since the boards of trade at Minneapolis and Duluth have adopted a contract grade of oats, sales are freely made on grades.

"In order to obviate this disparity of judgment and to make the grading of coarse grains as uniform as possible, the method of inspecting all coarse grain by sample in the office was adopted. The samples are gathered by competent men in the usual way, and hauled by teams to the inspection rooms. Under this arrangement one man grades all the flax, another the oats, and another the rye, corn and barley. Aside from the uniformity of inspection which this method insures, there is a great advantage in doing this work where there is good light and the inspectors are protected from inclement weather, and are able to give the grain closer attention. That this method of inspecting grain is by far the most

satisfactory, is clearly demonstrated. It insures more uniformity of inspection, less reinspection and less appeals, as shown by the following figures:

"From January 1, 1904, to August 31, inclusive, there have been inspected in the office at Minneapolis 25,733 cars of coarse grain. Of this number there were only 607 reinspections, 273 of which were changed on reinspection; 107 were appealed and 30 changed on appeal.

"It is my wish and hope at some future time to have wheat also graded by sample in the office, where it can be more carefully inspected than is possible under our present track inspection. There are many serious obstacles to such a consummation, but it is only a question of time when they will be overcome. With the successful establishment of that custom, the work of the department will be as nearly perfect as it will be possible to make it."

J. W. BERRY.

One of the busy men of Iowa is J. W. Berry of Clarinda. Mr. Berry has been the Clarinda Elevator Company, operating the only elevator in Clarinda, for the past five years. During that time



J. W. BERRY, CLARINDA, IA.

he has greatly improved the elevator and also built a warehouse for hay, large enough to carry 100 tons. The hay business has been of late of more importance really than the grain end of Mr. Berry's general business, for while he is one of the largest shippers of hay in Southwestern Iowa, the grain business, by reason of short crops, has been confined largely to handling grain for the feeders and retailers of grain of the neighborhood, whose demands during the past two years have been about two carloads a week.

Mr. Berry owns also in town a 2,600-ton ice house and conducts the only ice business of the place. And about a mile and a half from town he owns and operates a farm, which is cultivated under the direction of a manager, and under the farm is a deposit of coal, which Mr. Berry has opened and is mining, employing from forty to fifty miners, the fuel being all sold in the immediate neighborhood. In another place on the farm is a fine bed of building sand, which also is doing business.

These are enough interests to keep one man busy, but he is looking forward to better business in grain from this season's crop, as more sod land is this year being broken up for grain and some land near Clarinda is coming under the plow this year that never has been broken.

The Western Elevating Association of Buffalo, on April 1, decided that rates for the coming season shall remain the same as last year. Until further

notice these rates are: For elevating, including ten days' storage, per bushel, one-half cent; for storing, each succeeding ten days or parts thereof, per bushel, one-quarter cent. Arrangement for extra storage beginning on or about December 1, whether on grain already in store, or on grain elevated thereafter, must be made with the elevator storing the grain.

BUCKET-SHOP DECISION.

The U. S. Supreme Court, on May 8, in the Christie and Kinsey cases, sustained the ownership of its quotations by the Chicago Board of Trade, and that the telegraph companies who deliver the quotations are only carriers.

In defending the Christie and Kinsey companies held that the Board was itself only a bigger bucket-shop under the Illinois statute of June 6, 1887. This contention the court brushes aside as a mere subterfuge. It may be that in not less than three-fourths of the transactions in the grain pit there is no physical handing over of any grain, but there is a settlement.

Justice Holmes, in delivering the opinion of the court, among other things, said: "The Board of Trade is a 'great market where, through its 1,800 members, is transacted a large part of the grain and provision business of the world.'"

Speaking of the dealing in futures, he said:

People will endeavor to forecast the future and to make agreements according to their prophecy. Speculation of this kind by competent men is the self-adjustment of society to the probable. Its value is well known as a means of avoiding or mitigating catastrophes, equalizing prices and providing for periods of want.

When the Chicago Board of Trade was organized we cannot doubt that it was expected to afford a market for future as well as present sales, with the necessary incidents of such a market, and while the state of Illinois allows the charter to stand we cannot believe that the pits merely as places where future sales are made are forbidden by the law.

He said that agreements made on the Exchange are in the nature of contracts and that:

The fact that contracts are satisfied by setoffs and by the payment of difference detracts in no degree from the good faith of the parties, and if the parties know when they make such contracts that they are very likely to have a chance to satisfy them in that way, and intend to make use of it, that fact is perfectly consistent with a serious business purpose and an intent that the contract shall mean what it says.

It seems to us an unlikely and extraordinary proposition that the dealings which give its character to the great market for future sales in this country are to be regarded as mere "wagers or as pretended buying or selling," without any intention of receiving and paying for the property bought or of delivering the property sold within the meaning of the Illinois act.

The sales in the pits are not pretended, but are meant and supposed to be binding. A setoff is in legal effect a delivery.

Even admitting that the Board of Trade does maintain a place where unlawful transactions are permitted, it does not follow that it should not be protected in this suit. The Board has "the right to keep the work which it has done or paid for doing to itself."

Justices Harlan, Bremer and Day dissent.

REVIVING SPRING WHEAT CULTURE.

Secretary Wilson has undertaken to revive spring wheat culture in the Northwest. Assuming that the land has lost its native fertility by repeated cropping to wheat, and that the legume is the medium for restoring it, he has already commissioned agents of the Agricultural Department to search Norway and Sweden for a leguminous plant that will grow in a cold climate, that of the far Northwest.

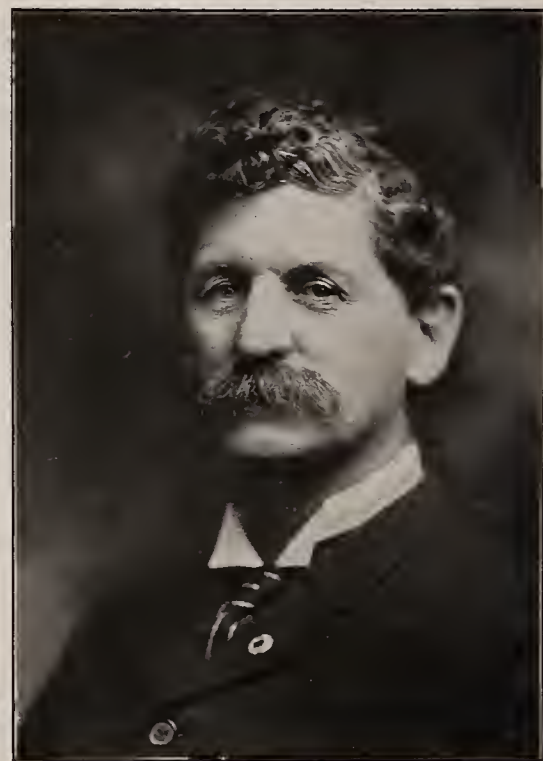
"Our great wheat fields along the northern border will not grow wheat," said the secretary, "and unless American farmers change their methods there will be a large increase in the price of breadstuffs. The evil day cannot long be postponed, notwithstanding the fact that the farmers of the

Northwest believe they have solved the problem by permitting the land to lay fallow for one year and growing a crop of wheat every other year. With a continued decrease in the yield in the Northwest the farmers of Iowa, Illinois, Kansas and Nebraska will begin growing wheat again, but they will not do it until they can get at least \$1 a bushel. At present the per capita consumption is from six to seven bushels, and we are consuming nearly all we raise."

C. B. RILEY.

C. B. Riley of Rushville, late secretary of the Indiana Grain Dealers' Association, has been appointed secretary of the Indiana State Railroad Commission. There were four or five candidates for the secretaryship, and the Commission gave opportunity to the friends of the aspirants to present their claims.

Mr. Riley for several years past was secretary and treasurer of the Indiana Grain Dealers' and Indiana Shippers' Associations, which have a combined membership of several thousands in the state; and when the Commission was created



C. B. RILEY, INDIANAPOLIS.

Mr. Riley was strongly backed by members of these organizations for a place on the Commission. But Governor Hanly's determination to put neither a shipper nor one connected with railroads on the Commission made Riley's appointment impossible. Thereupon the Associations named Mr. Riley's appointment as secretary, recommending him to the Commission as a man who has made a thorough study of the rate question in Indiana and one in close touch with shipping interests generally.

Mr. Riley is 50 years old, and was a shipper for twenty years. The secretaryship pays \$2,500 a year.

The Commission has been ready for business since May 1 at rooms 84 and 85 on the second floor of the state house.

CHIEF GRAIN INSPECTORS' NATIONAL ASSOCIATION.

The annual meeting of this Association will be held jointly with that of the Grain Dealers' National Association at Niagara Falls, N. Y., June 2-3, 1905. The exhibit of samples will be left to the pleasure of individual members.

On sample lots of grain, which would require to be handled separately, the handling rate at Point Edward, Ont., has been increased to $\frac{5}{8}$ of a cent per bushel, which will include only ten days' free storage. The old rate of $\frac{1}{2}$ cent per bushel, including thirty days' storage, is still in effect on all regular grades.

ANNUAL MEETING NEBRASKA GRAIN DEALERS' ASSOCIATION.

A large number of grain men were in attendance at the annual meeting of the Nebraska Grain Dealers' Association in the Hotel Millard, Omaha, when President James Bell of David City rapped for order at 2:30 p. m., April 27. He at once read his annual address.

After reading the reports of the minutes of the last meeting and the yearly report of secretary and treasurer, Secretary Miller read an invitation from George A. Stibbens, secretary of the Grain Dealers' National Association, to attend the annual meeting, which would convene at Niagara Falls, N. Y., June 2 and 3.

Invitations were then read from the Omaha Grain Exchange and from the Omaha Commercial Club desiring the grain men's attendance in the evening, either at a popular theater or at the monthly smoker at the Commercial Club's, or at an illustrated lecture given by Robert Lee Dunn, war correspondent for Collier's Weekly. The invitations assured the visitors that they would be welcome at any or all of these entertainments.

On motion by Mr. Levering a vote of thanks was extended to the Exchange and to the Commercial Club for their invitations.

The following were then elected as a nominating committee: F. D. Levering, Burlington; A. H. Bewsher, Union Pacific; A. F. Sturm, Missouri Pacific; N. Updike, Northwestern; Mr. Coe, Rock Island; W. J. Holmquist, M. & O.; L. Spelts, Burlington.

Later the report of this committee was read by Mr. Bewsher, recommending that the following officers be elected:

President, N. A. Duff, Nebraska City; vice-president, J. T. Evans, Lincoln.

On motion the Constitution and By-Laws were changed to allow five members to serve on the governing committee, instead of three as heretofore. This committee was named in the report as follows: C. C. Crowell Jr., Blair; W. B. Banning, Union; E. N. Mitchell, Lincoln; G. J. Railsback, Ashland; A. H. Bewsher, Omaha.

On motion by Mr. Nelson the report of the committee was adopted. The meeting then went into executive session.

THE VISITORS.

C. C. Miles, Peoria, Ill.; J. W. Radford, William Nash, C. G. Case, Chicago; G. H. Birchard, Lincoln; F. J. Weller, Chicago; A. H. Kay, St. Louis, Mo.; M. M. Snyder, Des Moines, Iowa; D. L. Croysdale, S. P. Hynds, L. A. Fuller, T. T. Logan, G. S. Car-kenner, W. E. Hotchkiss, G. A. Roberts, Edward A. Ordway, H. T. Mulhall, William Murphy, C. M. Boynton, T. Phelps, Kansas City, Mo.; S. T. Marshall, St. Louis, Mo.; H. Hahn, Lemars, Iowa.

AMONG THOSE PRESENT.

F. H. McCarthy, Union; A. F. Sturm, Nebraska City; W. B. Banning, Union; J. W. Holmquist, Omaha; A. C. Holmquist, Oakland; W. H. Cratty, Hammond; J. W. Anderson and C. W. McConaughy, Holdrege; W. S. Washer, Atchison, Kan.; George Titus, Holdrege; A. R. Roberts, Dorchester; C. T. Neal, Lincoln; A. W. Conklin, St. Paul; L. Spelts, David City; T. T. Stewart, Palmyra; J. W. Hiler, Edgar; E. E. Huntley, Omaha; E. J. Tucker, Howe; N. B. Updike, Omaha; G. R. Keller, Arcanum; A. B. Jacquith, Omaha; James Taylor, South Auburn; W. G. Murray, Plattsmouth; J. W. Bailey, Brock; James Bell, David City; J. W. Elwell, Springfield; John Trompen, Hickman; J. F. Erskine, Tilden; R. C. Wenzel, Eagle; E. P. Betts, Eagle; F. P. Van Wickle, York; James Murray, Lorton; T. J. Brennan, Hastings; L. R. Reed, Auburn; A. J. Denton, Nebraska City; A. J. Callen, South Auburn; D. I. Guthrie, Geneva; F. A. Howard, Omaha; G. W. Warner, Pickerell; E. D. Bartling, Nebraska City; E. F. Peck, Cedar Bluffs; E. D. Foster, Lincoln; C. H. Torpin, Oakdale; E. E. Crue, Tilden; F. W. West, Wisner; F. D. Levering, Lincoln; E. B. Nelson, York; George Hayes and F. P. Neal, Lincoln; S. J. Bell, David City; B. D. Williams, Highland, Kan.;

A. F. Diels, Scribner; W. S. Dexter, Omaha; N. F. Peterson, Osceola; E. J. Rose, Ashland; N. Bainbridge, Gretna; William Rundberg, Ong; G. J. Railsback, Ashland; W. H. Chambers, A. F. Brenner, W. S. McLaughlin, Minneapolis, Minn.; E. P. Peck, Omaha; A. P. Stafford, Nebraska City; D. Smith, Elmwood; T. Harms, Manley; G. B. Bissell, Central City; E. C. Twomley, Omaha; E. E. Barbeau, Lincoln; George H. Lyons, F. J. Campbell, T. F. O'Leary, Omaha.

DEATH OF JOS. B. MARTIN.

Joseph B. Martin, who for over thirty years had been identified with one or more of the industries that have made the name of Silver Creek familiar to elevator men and millers the world around, died at the General Hospital at Buffalo on April 19. On or about January 1 last he had a stroke of paralysis, which not only required him to retire from business, but was followed by other afflictions that sent him to the Hospital for an operation, from which he did not recover, although it was thought for a time after that event that he would.

Mr. Martin was born in Cleveland in 1844, but when still a very young man (1864) went to Silver



THE LATE JOS. B. MARTIN.

Creek, where he became an employe of the old house of Howes, Babcock & Ewell, and for thirty years remained in their employ and that of their successors, manufacturers of the Eureka line of grain-cleaning machinery. He acted both as superintendent of the works and as traveling salesman, and in both capacities did much to mechanically improve that line of machinery.

Leaving the "Eureka" people, Mr. Martin took a position with the Invincible Grain Cleaner Co., and represented the company in Ohio and Michigan until his retirement, for reasons explained above.

Mr. Martin is survived by a widow and four children—two sons and two daughters. One of the sons (Roscoe) lives in Buffalo, while the other (Don) is a member of the staff of the Buffalo Commercial in New York City. The funeral took place from the home in Silver Creek, and was conducted by the Masonic Fraternity, the pallbearers all being connected with the Invincible Company. All the factories in the village of Silver Creek closed on the day of the funeral out of respect for Mr. Martin's memory.

INDIANA ASSOCIATION.

At a meeting of the board of managers of the Indiana Grain Dealers' Association, called for the purpose of electing a secretary to succeed C. B. Riley, resigned, held at Indianapolis on April 25, J. M. Brafford of Winamac was elected to that office.

Mr. Brafford had been vice-president of the Association for some years, and is a practical grain man thoroughly acquainted with the business, as well as with the duties of the secretary's office.

The Indiana Shippers' Association, of which also

Mr. Riley was secretary, has elected Charles R. Jones to succeed Mr. Riley as secretary.

INSPECTION AT SUPERIOR.

Superior, Wis., has accomplished its purpose of driving Minnesota state inspectors out of that city after July 31 of this year.

However, Superior is not contented. The new law is not satisfactory and an effort was made to amend the law in some particulars. One of these changes was that Minnesota inspection should not be reduced to felony, but should be permitted when asked for by the owner of the grain offered for inspection. This came from the elevator interests, of course. Another change suggested was that all complaints against the inspectors for infraction of a law should be made by the warehouse commission itself, and still another amendment suggested would enable the commission to suspend certain portions of the bill temporarily, when there is a light grain crop, or other reason to justify it. It begins to appear that Superior's concern for a "competing market" with Duluth for North Dakota grain is not so keenly appreciated by the intended beneficiaries as was expected; for the purpose named may be defeated by the bill in operation.

It is announced, further, that, "An agreement has been reached whereby Superior will practically have Wisconsin and Minnesota grain inspection. Since the passage of the new bill conferences between the elevator and railroad interests and Superior grain men have been held from time to time, which has finally resulted in a satisfactory understanding. The agreement is to the effect that grain consigned to Superior shall be admitted to elevators without discrimination, whether it be for Wisconsin inspection or not; all coarse grain is to be inspected by the Wisconsin department. Wheat consigned for Minnesota may obtain such inspection in Superior elevators by Minnesota inspectors as at the present time.

"In return for such concessions the railroad and elevator interests agree that 'All grain, no matter by what system inspected, shall be weighed by Wisconsin weighers.' The latter proposition will turn over the fees for the weighing of grain to the local commission and help sustain it. It is further agreed to give the Wisconsin commission its support in making the new inspection a success."

BETTER CORN IN INDIANA.

No "seed specials" have as yet invaded Indiana, but the Northern Division of the Indiana Grain Dealers' Association, at its last meeting at Logansport, spent considerable time in a discussion of ways and means to educate the farmers of Indiana to the importance of the better culture and care of corn than now practiced by them. Each dealer present was constituted a committee of one to see to it that the farmers in his locality be encouraged to follow out the advice suggested at the meeting as to the use of better seed corn, in the hope that better results may be obtained by corn growers of the state.

The bulls in Utah who held their wheat for higher prices are now said to be suffering from remorse, as they see the local demands for wheat met by Eastern shippers.

Grain bags are firm at San Francisco at \$6.15 to \$6.175 per hundred, June-July delivery. The California carry-over is estimated at 10,000,000 bags, including prison stocks. If the crop turns out as well as now expected, the entire Coast demand may reach 50,000,000 bags, in which case there is apt to be some shortage of the supply.

Chicago Board can control its quotations. Will the New York Stock Exchange wake up and assist in putting the bucket-shops out of business? Are they handicapped by their contracts with the telegraph companies? We hope the Chicago Board will be able to secure the hearty co-operation of the Stock Exchange. Now for action.—C. A. King & Co.

HIAWATHA ON SPECULATION.

"Shall I plunge?" said Hiawatha.
 "Shall I seek to get a corner
 On the fat but shifty wheat crop?
 Not for me, my little dearies!
 I am making just a living.
 Just a fairly decent living.
 But I never have to worry
 Over any obligations
 Larger than my bill for laundry.
 Board, hotel and tailor statements.
 Should I seek to get rich quickly,
 Should I seek to bull the market
 Or to be a bear on Wall Street.
 I should land, beyond ail question.
 With my features on the pavement—
 On the hard, unyielding pavement.
 Not for me the frenzied finance
 Spoken of by Tommy Lawson,
 Acted out by Cassie Chadwick
 And by other smooth performers.

"Well, indeed, do I remember
 What took place one balmy springtime
 In the land of the Highrollers,
 Swiftest natives in the country.
 You have heard of the Ojibways
 And their fondness for excitement;
 You have read about the Blackfeet
 And the way they split the kindling;
 But compared with the Highrollers
 These two tribes were Epworth Leaguers.
 In the land of the Highrollers
 Dwelt a most magnetic party,
 Known as Lay-for-Easy-Money.
 You would know him, should you see him.
 By the way his hands kept writhing.
 By the way he hooked his fingers
 Every time he saw a ten-spot
 In the possession of a neighbor.
 Wise old Lay-for-Easy-Money
 Organized a get-rich system
 In the land of the Highrollers,
 Went to work, with an assistant,
 Coaxed his trusting fellow townsmen
 To supply him with the needful
 For some clever operations.
 Buying maize from all the country.
 With the maize crop almost cornered
 Lay-for-Easy-Money stumbled,
 Stubbed his toe and lit, my dearies,
 With his noise upon the asphalt—
 On the hard, unyielding asphalt.
 And his friends and fellow workers,
 When they saw their wealth departing,
 Went and bought a quart of war paint.
 Smeared it o'er their angry phizzes.
 Looked for Lay-for-Easy-Money.
 Found him hiding near his wigwam,
 Handed him a bunch of war clubs,
 Hatchets, knives and other hardware.
 Made him totally unfitted
 For the irksome task of breathing,
 And departed with his body
 To the shining big sea water,
 Where they left him in his glory."
 —Milwaukee Sentinel.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

NEW ELEVATOR AT WILLIMANTIC.

Editor American Elevator and Grain Trade:—My elevator, now in course of construction, will be of brick exclusively, with all its timbers of oak lumber. It will front on Main Street with the rear upon the railroad. The building will be set back 20 feet from the sidewalk so as to permit teams to drive in between the walk and the platform, which will run the entire length of the front of the building.

The house will be 40 feet wide by 130 feet in length. The front will be two full stories high with Mansard above, while in the rear it will be six stories high. The first four floors will be of maple laid diagonally; the others, of chestnut lumber, are laid over 2x12 and 2x14 oak floor joists. There will be 16 bins with storage capacity of 40,000 bushels, built of 2x6 chestnut lumber laid cob house fashion, all this lumber to be planed smooth inside and out. The storage capacity of the entire building will be between 4,500 and 5,000 tons.

The machinery will include one bulk and one platform elevators, corn crackers and Robinson Feed Mill. These will be operated by their electric motors of 15, 10 and 40 horsepower respectively, each acting independently of the others, of course.

The entire building, including the two offices

(one for the bookkeeper and one for the public), will be lighted with electricity.

One floor will be devoted to the display of agricultural machinery and seeds.

Yours truly,
 Willimantic, Conn.

H. A. BUGBEE.

CROPS IN THE NORTHWEST.

Editor American Elevator and Grain Trade:—Wheat seeding is practically completed as far north as Grand Forks. Probably 25 per cent remains to be seeded in the Red River Valley proper and 10 per cent north of the N. P. line in North Dakota.

Taken as a whole, the soil conditions of the three states have been better this year than at any time within ten years; and as the amount of plowing done last fall was unusually large and the price of wheat high, there has been every reason for a large acreage of spring wheat. All the information which we have been able to gather leads us to believe that there will be about the same acreage of wheat in South Dakota as last year—possibly a small increase. Minnesota and North Dakota will apparently increase the acreage about 10 per cent.

We have investigated as carefully as possible the condition of the fields sown with rusted lightweight seed and compared the plants and rootlets with those in fields where good seed was used. At present there is a slight difference in favor of the plant grown from the heavy seed. The latter seems to have put out more rootlets; but all conditions have been exceedingly favorable, and we think it within the range of possibilities that the lightweight seed will bring forth a good plant.

Yours truly,

THE VAN DUSEN-HARRINGTON CO.
 Minneapolis, April 27.

BELIEVES IN AFFILIATION.

Editor American Elevator and Grain Trade:—The benefits to be derived from any national trade association are certainly for the good of all engaged in the line represented by the association, regardless of the relations sustained by the individual to the business sought to be benefited. One of the main objects is to bring together all interests and harmonize the same, with due regard and fairness for each interest or department involved. Maximum results cannot be obtained without active interest and large membership from every department engaged in handling grain.

To my mind, success can only be attained in the highest degree under the affiliation plan under which we are now working. We can, by proper methods and under more favorable conditions than now exist with our work, secure the co-operation by affiliation of practically every surplus grain state, and also include by direct membership a large body of track buyers, exporters, receivers and commission merchants, all of whose interests are interdependent. Under direct membership we would fail to reach the interests most important and most needful of the benefits of organization, i. e., the small country shipper, the first link in the chain.

Let us get together at Niagara Falls, eliminate all strife and petty jealousies and work for the common good of all. There never was a time more opportune for substantial benefits to the trade at large than now. We need to get closer together with renewed strength and meet the requirements for better results. With the support of the entire grain trade embraced within our borders, we can and will accomplish satisfactory results for all engaged in the trade. I am for the affiliated plan, first, last and all the time. Yours truly,
 Columbus, O.

J. W. McCORD.

THE ANNUAL HAY EXHIBITION.

Editor American Elevator and Grain Trade:—Inasmuch as the St. Louis convention hay exhibit was a decided success, we have concluded to give our membership an opportunity to exhibit at the Toledo convention representative samples of the

hay and straw from or handled in their several localities, the exhibitors to place thereon cards giving the name of the member or firm exhibiting and the kind of product according to the exhibitor's interpretation of grades.

It was shown by the St. Louis hay exhibit that the ideas of some of our members differed quite materially on the same grades, while on others the interpretation of the grades was very close indeed.

It is deemed advisable that subscribers to the display at an early date decide as to the number of bales and kind they are willing to forward to Toledo for exhibition July 18, 19 and 20 next. There will be sufficient room for a good general display. Please request exhibitors to notify me, stating the number of bales and kinds of hay or straw contributed. We will furnish them display cards to be attached to their bales, and request that when they ship them they do not fail to cover all with burlaps, sewing them carefully, and to tag the burlapped bales, consigning them to the National Hay Association exhibit, care of H. H. Driggs or R. P. Lipe, Toledo, Ohio. These gentlemen have kindly consented to warehouse and care for the contributed samples.

It is desirable that all kinds of hay, straw, shredded fodder and forage be displayed, including alfalfa hay, cut hay, cow pea hay, soy beans, barley hay, Johnson grass, oats hay (early cut as is usual in California), South Park hay from Colorado, upland prairie hay from Iowa and contiguous territory, Kansas marsh hay of different grades, native grasses from Kansas, Texas, Oklahoma, New Jersey and other states, presuming, of course, that such native grasses are raised in sufficient quantities to be commercially desirable and obtainable.

We hope to make the exhibit profitable from a general point of view by showing to the shippers the grades as they are interpreted in all cities where national grades are adopted. Our grades govern at this time almost universally. The educative feature cannot be overestimated. Our country develops by great bounds, and the new grasses we shall see at Toledo, and examine with curiosity, will ere long be fed in the cities and be commercial commodities of great importance. Practically this exhibition will be invaluable, as it will give an opportunity to explain special or peculiar conditions and the results thereof in a way singularly perfect.

We thank members in advance for any effort put forth by them to increase the general knowledge by adding to our display the general, and especially the special, features of their particular localities.

Faithfully yours,

H. G. MORGAN,
 Pittsburg, Pa. President Nat. Hay Ass'n.

OPEN TO CONVICTION.

Editor American Elevator and Grain Trade:—I have your esteemed favor of the 2d instant relative to the proposition to reorganize the Grain Dealers' National Association on a basis of individual membership. It is the intention to take that subject up at our annual meeting and go over it very carefully, giving everyone who attends the meeting a chance to discuss it pro and con. As you say, it is of very vital importance, and it should be thoroughly gone into and carefully considered before anything definite is done.

There is something radically wrong in the Grain Dealers' National Association; and whether it is on account of the affiliating membership, or a general condition of affairs that sometimes creeps into an organization by neglect on the part of those who should use every effort to stimulate it, but on the contrary have not done so, it is pretty hard to say. But we hope to discover at the Niagara Falls meeting the cause of this awful condition the Association is in; and if there is any way possible to remedy it and bring it back to its original flourishing condition that it was in at one time, it will most surely be done. Individually I am open for

conviction as to the change. The way I feel now I think perhaps it would be a good thing to do.

Yours truly, H. S. GRIMES.
Portsmouth, O.

J. W. McCARDLE.

It may not be twelve miles from New Richmond to a lemon, as some gourmand once complained was his unhappy situation, but as it is that distance from J. W. McCardle's elevator to a photographer, the reader must be content with a view of Mr. McCardle's elevator back door, so to say, rather than be edified by a good picture of the premises where one of the best-known grain dealers in Indiana does business.

New Richmond, Ind., where Mr. McCardle is located, is surrounded by a very rich country, whose grain products are chiefly corn and oats, and as his road, the Toledo, St. Louis & Western, is the short line between the two cities named, he has the choice of two most excellent markets.

The elevator, which has 25,000 bushels' capacity,

funeral as merry-makers. Although the grain dealers of the city do not expect to reap any especially large financial harvest during the festival, they want to co-operate with the merchants and manufacturers of the city for the promotion of the interests of Greater Nashville.

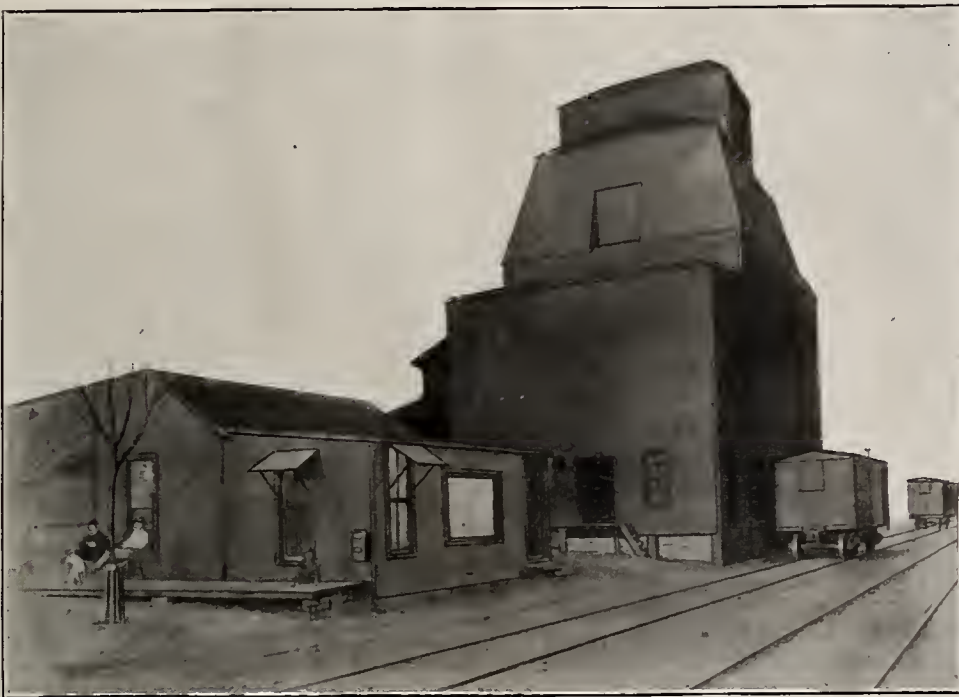
THE CO-OPERATIVES.

The Farmers' Elevator Company of Windom, Kan., has decided to enlarge its capital stock by \$1,000, to be used as working capital.

The Rock Island System in Kansas has informed the railroad commissioners that it will be the policy of that road to furnish elevator sites, when possible, without discrimination against any independent elevator companies.

The Farmers' Elevator at Tuscola, Ill., was sold by the master in chancery on April 29, for \$6,200. The company seemed to lose money from the start. Its stockholders were given inside prices, but the new owners will not discriminate.

It is now claimed that the state Farmers' Ship-



J. W. McCARDLE'S ELEVATOR AT NEW RICHMOND, IND.

was refitted complete about five years ago, when it was equipped with a new Atlas Engine of 60 horsepower, with 70-horsepower boiler; also with a Victor Sheller of the largest size, Cornwall Corn Cleaner and Barnard Wheat Cleaner. Mr. McCardle operates also a 9-roll feed mill, with a capacity of 100 bushels per hour.

NASHVILLE GRAIN DEALERS.

At the second annual meeting of the Nashville Grain Dealers' Association, held in the rooms of the Association on April 18, the following officers were elected for the ensuing year: Mr. Byrd Douglas (re-elected), president; J. H. Wilkes, vice-president; W. J. Miller, J. C. Shofner, E. M. Kelly, C. E. Rose and Duncan McKay, members of the board of directors.

Some other business was transacted; then the Association adjourned to partake of a luncheon served as the annual function at the expense of the treasury.

The Association has decided to take part in the coming "Industrial Parade of the Greater Nashville," and the first float in the Association section will be called by the rather incongruous name of "A Merry Funeral." The float is planned to be an immense coffin containing the remains of all Nashville "knockers," and on either side of the hearse will walk six spade-bearers, who will be required to bury the knockers deep and securely. Behind the hearse will be drawn or carried a bell, which will be tolled en route, and following this will be twenty-five floats of members of the Exchange. The occupants of these floats would attend the

ping Association of Kansas owns 35 elevators that cost \$105,000, and between August 15 and April 1 shipped about 21,800,000 bushels of grain, working chiefly on borrowed money. As this increase is over 620,000 bushels per elevator in 7½ months, the figures are "subject to revision," of course. These co-operative promoters are mythopoetic as well as megalophonous.

The National Farmers' Exchange, one of those concerns promoted by certain Chicago commission men as a feeder to their commission business, has been doing business in grain in a small way in Kansas, but has not been chartered to do business by the state charter board. The concern is chartered under the laws of South Dakota and is capitalized at \$50,000,000 (chiefly hot air), and to obtain a license in Kansas it would have to pay a charter fee of nearly \$10,000. It would, of course, be an act of gross impertinence and a rank invasion of "farmers' rights," for the state authorities to demand that this charter fee be paid by the Exchange or go out of business in Kansas.

The shaft bearings need to be cleaned as frequently as the floor. Hot boxes are a long while causing fires if there is nothing about them to burn.—McCotter.

In view of the success which attended the corn show institute meetings in 1904, the Missouri State Board of Agriculture has decided to repeat the experiment this year. Meetings will be held in the parts of the state where corn improvement is to be given the most attention, and the aim will be to make the instruction as practical as possible.

IN THE LEGISLATURES.

Nebraska.—The new railroad law of Nebraska, as it relates to the grain traffic, is substantially as follows:

Section 1. Every railroad corporation shall give to all persons and associations reasonable and equal terms for the transportation of any merchandise or other property of every kind and description upon any railroad owned or operated by such corporation within this state and for terminal handling the use of the depot and other buildings and grounds of such corporation, and at any point where its railroad shall connect with any other railroad, reasonable and equal terms and facilities of interchange, and shall promptly forward merchandise consigned or directed to be sent over another road connecting with its road, according to the directions therein or accompanying the same; and every railroad company or corporation operating a railroad in the state of Nebraska shall afford equal facilities to all persons or associations who desire to erect or operate or who are engaged in operating grain elevators or in handling or shipping grain at or contiguous to any station of its road, and where an application has been made in writing for a location or site for the building or construction of an elevator or elevators on the railroad right-of-way and the same not having been granted within a limit of 60 days, the said railroad company to whom application has been made shall erect, equip and maintain a sidetrack or switch of suitable length to approach as near as four feet of the outer edge of their right-of-way when necessary, and in all cases to approach as near as necessary to approach an elevator that may be erected by the applicant or applicants adjacent to their right-of-way for the purpose of loading grain into cars from said elevator and for handling and shipping grain to all persons or associations so erecting or operating such elevators or handling and shipping grain without favoritism or discrimination in any respect whatever. Provided, however, that any elevator hereafter constructed, in order to receive the benefits of this act, must have a capacity of not less than 15,000 bushels.

And such railroad company shall supply cars to individuals shipping their own grain on an equality with persons, associations or corporations owning, operating or controlling such elevators or engaged in the business of buying and shipping by loading onto the cars.

Sec. 2 provides that applications for cars shall be in writing and recorded in regular order, which record shall be open for public inspection. Sec. 3 provides that said applications shall be filled within a reasonable time, and in case of shortage of cars the company "shall proportion the number of cars to each shipping point as nearly as it possibly can be done according to the amount of grain ready to be shipped from such points, without favoritism or to the prejudice of any town or shipping point. Sec. 4 provides that under such circumstances the cars arriving at the stations shall be apportioned among the applicants therefor "according to the amount of grain each applicant has ready for shipment at time of application." Sec. 5 provides that no fictitious applications shall be made under penalty of \$50 to \$500 fine, while—

Any railroad company, officer or agent thereof, who wilfully violates or evades any of the provisions of this act, shall be liable to the party injured for all damages sustained by reason of such violation, and in addition thereto, shall be liable for each offense to a penalty of \$500, which may be recovered by the county attorney in an action brought in the name of the state of Nebraska in any county by an action in the district court where such railroad company or corporation is doing business.

Missouri.—Governor Folk on April 16 vetoed Senate Bill 296, known as the grain inspection law, passed by the recent legislature. The governor states his reason for the veto as follows:

Under the present statutes, only grain shipped by public elevators is inspected. The purpose of this measure, it is stated, is to enlarge the law so as to provide for inspection of all grain shipped to commission men for sale. The bill is broader than its authors evidently intended, and as it now reads it makes all grain subject to inspection. If a miller buys his wheat outright in the country and has it shipped to himself, under this bill it can be inspected and the cost taxed to him. There is certainly no occasion for inspection in the instance mentioned. The only justification for inspection at all is to prevent the shipper from being

imposed upon by short weights when he consigns his grain to commission men to be sold. This measure goes beyond that and would impair the right of private contract and injure trade. Laws, instead of placing restrictions upon the interchange of commodities, should encourage the freedom of trade.

Governor Folk has signed Senate Bill 102, providing for the state inspection of hay by the officer of the grain inspection department of the Railroad and Warehouse Commission.

Governor Folk on April 17 signed the maximum freight rate bill, accompanying the signature by a message, in which he says, among other things:

This act fixes maximum freight rates on carload lots and affects practically only farm products, covering grain, flour, salt, lime, lumber, live stock and agricultural implements. It is insisted that the rates in the bill are unreasonably low. The legislature has the right, under the constitution, to provide reasonable maximum rates. If the rates so fixed are unreasonable they cannot be enforced under the law. The railroads are entitled to receive from the public a reasonable profit upon the capital invested in the business in which they are engaged. As to what rates would afford this reasonable return depends on the cost of building, the expense of operating, the net income and many other facts that can only be obtained after a full hearing and the taking of testimony concerning the subject. Such investigation is beyond the province of the executive and is forbidden by the time the constitution gives the governor after the adjournment of the legislature to pass on bills.

That there should be a readjustment of freight rates in this state there can be no question. It is a matter that must be fought out sooner or later. This measure is at least a step in the direction of the solution of the question, for the courts can, if the contention that the rates are unreasonable is insisted upon, after hearing all the evidence and examining into all the facts that are not available to the executive, decide upon the reasonableness of the rates; the results of which proceedings would be that the public would be advised as to what rates are reasonable and the railroad commissioners or the next general assembly can equalize such inequalities of this measure as may be found to exist, if any, and fix such rates as under the law, announced by the courts, are right and just to the railroads and to the people.

Tennessee.—The law now requires that every person, firm or corporation engaged in the business of weighing coal, grain, animals or wagons, and maintaining scales therefor for charge or profit, shall pay a license of \$150.

Minnesota.—The Minnesota anti-bucket-shop law now in force and effect defines a bucket-shop as follows:

Section 1. A bucket-shop, within the meaning of this act, is defined to be an office, store or other place wherein the proprietor or keeper thereof, either in his or its own behalf, or as the agent or correspondent of any other person, corporation, association or co-partnership within or without the state, conducts the business of making, or offering to make, contracts, agreements, trades or transactions respecting the purchase or sale, or purchase and sale, of any stocks, grain, provisions, or other commodity, or personal property, wherein both parties thereto, or said proprietor or keeper, contemplates or intends that such contracts, agreements, trades or transactions, shall be, or may be, closed, adjusted or settled, according to or upon the basis of the public market quotations of prices made on any Board of Trade or Exchange, upon which the commodities or securities referred to in said contracts, agreements, trades or transactions are dealt in, and without a bona fide transaction on such Board of Trade or Exchange; or wherein both parties, or such keeper or proprietor, shall contemplate or intend that such contracts, agreements, trades or transactions shall be, or may be, deemed closed or terminated when the public market quotations of prices made on such Board of Trade or Exchange for the articles or securities named in said contracts, agreements, trades or transactions, shall reach a certain figure; and also any office, store, or other place, where the keeper or proprietor thereof, either in his or its behalf, or as agent, as aforesaid, therein makes or offers to make, with others, contracts, trades or transactions for the purchase or sale of any such commodity, wherein the parties thereto do not contemplate the actual or bona fide receipt or delivery of such property, but do contemplate a settlement thereof based upon differences in the prices at which said property is or is claimed to be bought and sold. The said crime shall be complete against any proprietor or keeper thus offering to make any such contracts, trades or transactions, whether such offer is accepted or

not. It is the intention of this act to prevent, punish and prohibit, within this state, the business now engaged in and conducted in places commonly known and designated as "bucket-shops," by persons, corporations, associations or co-partnerships, who or which ostensibly carry on the business or occupation of commission merchants or brokers in grain, provisions, petroleum, or stocks and bonds.

The fine (Sec. 2) for keeping a bucket-shop shall be not less than \$500 nor more than \$2,000 and imprisonment not to exceed one year if said fine is not paid; for second offense 30 to 90 days' imprisonment in addition to the fine named. The third and fourth sections of the act are as follows:

Sec. 3. Any corporation, association, co-partnership or person who shall communicate, receive, exhibit or display, in any manner, any statements of quotations of the prices of any property mentioned in section one (1) hereof, with a view to any transaction in this act prohibited, shall be deemed an accessory, and upon conviction thereof shall be fined and punished the same as the principal, and as provided in section two (2) of this act.

Sec. 4. It shall be the duty of every commission merchant, co-partnership, association, corporation or broker, doing business as such, to furnish to every customer or principal for whom such commission merchant, broker, co-partnership, corporation or association has executed any order, for the actual purchase or sale of any of the commodities hereinbefore mentioned, either for immediate or future delivery, a written statement containing the names of the parties from whom such property was bought, or to whom it shall have been sold, as the case may be, the time when, the place where, and the price at which the same was either bought or sold; and in case such commission merchant, broker, co-partnership, corporation or association fails to properly furnish such statement, the fact of such failure shall be prima facie evidence that such property was not sold or bought in a legitimate manner.

Kansas.—Secretary Smiley of the Kansas Grain Dealers' Association furnishes the following synopsis of the reciprocal demurrage law now in operation in that state as passed by the late legislature:

The act relating to the transportation of freight by railroads and other common carriers, which is in substance a reciprocal demurrage bill, requires any transportation company doing business in the state of Kansas to furnish equipment to a shipper of any kind of freight, when application is made in writing to any superintendent, agent, or other person in charge of transportation of any railroad company, the number of cars so required at the points being indicated in the application, within a reasonable time thereafter, but not to exceed six days from the receipt of such application; provided, if the application be for ten cars or less the same shall be furnished in three days. When cars are applied for under the provisions of this chapter, if they are not furnished, the railway company so failing to furnish them shall forfeit to the parties so applying the sum of \$1 per day for each car failed to be furnished, to be recovered in any court of competent jurisdiction, and all actual damages that such applicant may sustain. The party applying for cars must deposit with the agent of the company one-fourth of the freight charge for use of such car or cars, unless the railroad company shall agree to deliver said cars without such deposit.

Section 6 of the act requires that when cars are promptly loaded and shipping instructions are given, the railroad companies shall have their agents immediately sign bills of lading; and such shipments must go forward at the rate of not less than 50 miles per day of 24 hours, computing from 7 o'clock a. m. of the day following receipt of shipment; and for failure to receive and transport such shipments within the time specified, the companies so offending shall forfeit and pay to the shipper \$5 per day or fraction thereof on all carload freight; provided, that in computing the time of freight in transit there should be allowed 24 hours for each transfer from one railroad to another.

Mr. Smiley adds: "There is a strong probability that the transportation companies operating in our state may contest the validity of this law, but we have reason to believe that all transportation companies will endeavor to furnish equipment as ordered, as they have no desire at this time to antagonize the shipping interests. It remains to be seen whether or not legislation of this kind will benefit the shipping interests, and if equipment is furnished with as little delay as provided for in the terms of the bill, there will be no occasion for anyone to contest the law."

Illinois.—The Illinois legislature has passed the

merit, or Civil Service, bill, but it does not include employees of the grain inspection department.

The Board of Trade's bill to define a bucket-shop and to relieve Board of Trade transactions of the taint of statutory gambling was defeated.

Wisconsin.—The La Follette program of railway control in Wisconsin has become law substantially in the form desired by the governor. The bill forbids railroads to make discriminations in rates to individuals or corporations offering the same class of traffic. Preference in the character of service also is forbidden. If the railroads make any discriminating rates in violation of the bill they shall be subjected to a forfeiture of from \$100 to \$1,000. Likewise, it is made unlawful for any individual or corporation to receive a rebate or discriminating rate, and this offense is punishable by a fine of from \$50 to \$100. These provisions apply to railroads within the states and to rates on freight between points wholly within the state. But if the Commission finds any abuses in interstate rates or violations of the interstate commerce law it may report the facts to the Interstate Commission and request an investigation. The Commission may investigate upon its own motion or upon complaint of any shipper, and upon due notice and a full hearing may, if the rate complained of is found to be unreasonable or unjust, substitute a rate which it believes to be both reasonable and just. Section 3 of the bill says: "Nothing in this action shall be construed to prevent 'group,' 'zone,' 'concentration,' 'commodity,' 'transit' and other special contract rates." The bill provides that the railroads shall publish complete schedules of all rates in effect and shall post them in conspicuous places. It also provides for reciprocal demurrage car service. The Commission is to be appointive and each of the three members will receive a salary of \$5,000 a year.

IOWA CORN EXPOSITION.

Geo. A. Wells of Iowa is father, according to Des Moines papers, the idea of holding annually, in the fall or winter, a corn exposition at some point in Iowa, the exposition to be held in no one city two years in succession. Prize would be offered for the best corn for the several purposes of manufacture, such as the grades producing the most starch, glucose and other products; and during the exposition week there should be educational programs devoted to practical demonstrations of seed corn selection, methods of cultivating, manner of breeding for particular purposes, etc.

The plan would involve a stock company with \$10,000 or \$15,000 capital to finance the expositions.



"He Don't Care."—Seattle Post. [Here in Illinois we, too, have politicians and legislators who tie themselves up with pledges before election, personal and platform, only to break both with conscienceless effrontery after election. They'll be "on the list" in 1906.]

THE GATES DEAL.

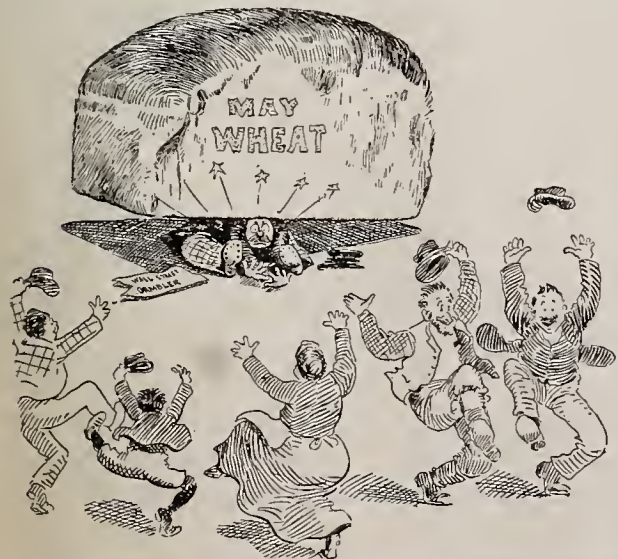
The "Gates Deal" in May wheat went to pieces "kerplunk" on April 22. There was a real "killing" by the bears, but the multi-millionaire bulls will not suffer except in prestige; they still have more dollars than they can count. Who they are the world may not know—there are several lists; but John W. Gates was the reputed leader, and by his name the deal will be recorded in pit history. It is now said Mr. Gates himself did not lose much, having "slid out from under" and permitted the load to fall on other shoulders. The deal was both mysterious in its earlier stages and spectacular as it drew to its close. The little fellows got out early and left the field to the big fellows to fight it to the finish, which they did in a battle royal indeed; and as in the case of the Leiter deal, it is said the Armour interests pulled the Gates crowd out at the end, when it became necessary to dispose of the corpse.

There is no use here of repeating a story now ancient history; but merely as a matter of record and of curious interest, the following history of the deal by Bradstreet's may be reprinted:

The history of the Chicago May deal prices is an interesting one. The first sale of May was made on June 23, 1904—81½ cents. This was the low point of the crop. It passed the dollar mark on August 8, when it sold at \$1.02. On September 13 it reached \$1.18½, which was the highest point reached in 1904. Weakness then followed, \$1.07¼ being reached on October 11, to be followed by an advance to \$1.15½ on December 30. The highest price touched in 1905 was on February 15—\$1.21½—and the highest in April was \$1.18¾. The low point on the collapse was reached on April 27—86¾ cents—which marked a decline of 35 cents from the highest of the entire season, and of 32 cents from the highest April price. The highest price for cash wheat in the season was touched on February 16—\$1.23½. At New York the highest price for cash wheat was \$1.25, reached on February 16; the lowest, 92½ cents, reached on April 27, being a decline of 32½ cents, or a little more than one-quarter from the top quotation.

A feature throughout this year has been the relatively higher price paid for May wheat at Chicago over May wheat at New York, itself a sign of strain and indicative of possible future congestion of supplies. On April 24, for the first time in months, May wheat at New York sold above the Chicago price. The total quantity involved in the deal has been variously estimated, 20,000,000 bushels being a common figure, which, if there is applied the drop in April—32 cents—would seem to have resulted in an apparent loss of \$6,400,000. This looks small in view of the single individual loss of \$2,500,000 credited to one Milwaukee speculator, and may be variously construed to indicate several things not appearing on the surface. [Mr. Bigelow's friends deny his connection with this deal.]

What the contingent losses will be in the large aggregate of cash wheat said to have been collected by various houses to tender on May contracts cannot, of course, be even approximated by the outside public, which, however, can apparently take one lesson to heart, which is, that a corner to be successful must be rapidly worked and as rapidly brought to a conclusion without loss of time and with a minimum of publicity. In this connection the successful corner by Hutchinson in



"Poor fellow, he couldn't hold it up."—Chicago Tribune.

1888, when cash wheat sold at \$2, bears a striking contrast to the Leiter boom of 1898 and the May corner of 1905.—Bradstreet's.

ST. LOUIS RULE STANDS.

On April 19 the attorney-general of Missouri received an application from certain persons in St. Louis, asking him to bring suit for an injunction against the Railroad and Warehouse Commissioners to prevent them from enforcing their order grading No. 2 red Russian wheat as No. 2 hard winter wheat.

The application was refused for several reasons, the attorney-general adding, however: "I am entirely willing to institute a suit in mandamus, by which there can be had a judicial determination as to whether, for the future, red Russian wheat should be classified as red winter wheat, or whether it should be classified as wheat coming from the state in which it is raised. I do not think that I should undertake to disturb the status in quo prior to the date when the May options would mature. I take this position solely on account of the loss that would fall, by a change in the classification at this time, upon those persons who occupy in this controversy the position of 'innocent bystanders.' Elevators have heretofore issued warehouse receipts on the former classification of the Board of Commissioners, and it would not be doing justice to them if the former ruling were now changed."

On May 1 deliveries were made of wheat at St. Louis on the basis of the Commissioners' order above mentioned without protest or disorder on change.

However, on May 6, Thomas Akin, a grain merchant, filed suit in the Circuit Court at St. Louis against the Board of Railroad and Warehouse Commissioners of Missouri. Frederick H. Tedford, chief inspector of grains for Missouri, and the Merchants' Exchange to restrain the grading of "red Russian" wheat as "No. 2 red winter" wheat, and a temporary injunction was issued. The petition for permanent injunction will be heard on May 15.

DOCKAGE AT KANSAS CITY.

The Kansas City Board of Trade has adopted a rule authorizing operators of terminal elevators in that city to deduct 100 pounds from the weight of each car of grain unloaded into their houses to "cover dirt and other foreign matter in the car." This has been the practice in the past.

On the Kansas side of the Missouri River we are unofficially informed that grab is no longer taken. At any rate, Kansas law now provides that—

Every sale of grain, seed or hay shall be deemed to be made on the basis of the actual weight thereof, unless a different basis is established by the express agreement of the parties to the transaction. Any purchaser of grain, seeds or hay who without express agreement shall knowingly deduct any quantity or amount from the actual weight or measure of the article purchased, and withhold payment therefor, under claim or right to do so by reason of any custom, rule of a board of trade or any other pretense whatsoever, shall be deemed guilty of a misdemeanor and subject to a fine of not less than twenty-five dollars nor more than one hundred dollars for each and every offense. No agent or broker may sell grain, seeds or hay on a basis other than of the actual weight or quantity thereof, and express authority to allow any deduction must be proved.

In case any purchaser of grain, seeds or hay shall deduct any amount from the actual weight or measure thereof, and shall knowingly withhold from the seller the purchase price of the quantity so deducted without the express agreement of the seller thereof, such seller may recover from such purchaser three times the amount so withheld, together with reasonable attorneys' fees to be taxed in each court in which the action may be brought or to which an appeal may be taken.

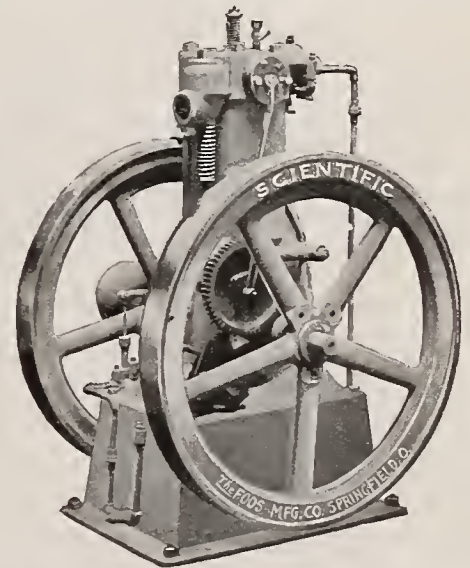
The Interstate Commerce Commission, on May 8, began an investigation of the railroads which recently advanced the freight rates on cornmeal products from Missouri River points to Louisiana, Texas and California. For many years the freight rate on meal, grits, hominy and other corn products was

3 cents higher from Missouri River points west and southwest than the rate on corn. On February 9 last the Union Pacific, Burlington, Rock Island, Santa Fe and other railroads in the Southwestern and Transcontinental Freight associations, by agreement, raised the rate on corn products 9½ cents above the rate on corn. The effect of this increase in the rate on corn products was to prevent the millers at Missouri River points from selling their corn products in Louisiana, Texas and California. When the Missouri River millers protested against the increase in rates the railroads declared they were forced by the Texas Railroad Commission to make the advance in order to benefit the Texas millers.

FOOS MFG. CO.'S GAS AND GASOLINE ENGINE.

The increasing use of gas engines in flour mills has induced the Foos Manufacturing Company of Springfield, Ohio, to engage in this line. With their well-known enterprise they have brought out an engine adapted for both gas and gasoline that has so many desirable points of simplicity, construction and operation as to be worth of special mention.

The illustration shows the vertical type for small powers, but the construction is the same for the larger powers, and the extreme simplicity of the mechanism will be readily apparent. In fact, the



SCIENTIFIC GAS AND GASOLINE ENGINE.

operation is so easy and convenient in every way that failure to run satisfactorily is said to be an impossibility.

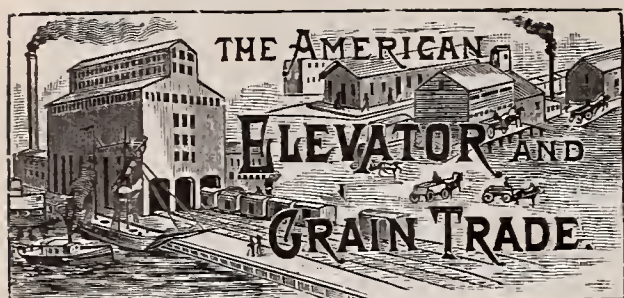
A very valuable special feature of this engine is its economy when run light, or without load, so that for intermittent work it can be employed with just as much economy and with the greater convenience of not having to start and stop it upon each occasion when it will be used.

The high quality of material and reputation for best construction for which the Foos Manufacturing Company is noted is sufficient guarantee on these points regarding this new product of theirs. They have a special catalogue devoted to this engine and will send a copy free to any miller who makes application to the head office at Springfield, Ohio, for one.

WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at eight primary markets, during the 45 weeks ending May 8, for the last two years, according to the Cincinnati Price Current, were as follows:

	1904-5.	1903-4.
St. Louis.....	19,631,000	22,759,000
Toledo.....	3,618,000	5,252,000
Detroit.....	2,116,000	1,848,000
Kansas City.....	32,607,000	38,445,000
Winter wheat.....	57,972,000	68,304,000
Chicago.....	25,588,000	23,970,000
Milwaukee.....	6,867,000	8,550,000
Minneapolis.....	81,005,000	80,908,000
Duluth.....	24,394,000	27,521,000
Spring wheat.....	137,854,000	140,939,000
Aggregate, 45 weeks.....	195,826,000	209,243,000



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., MAY 15, 1905.

Official Paper of the Illinois Grain Dealers' Association.

OBJECTIONS TO RATE CONTROL.

Senator Elkins has done railroad men a good service by giving them a hearing before his Senate committee in opposition to the President's proposition of railway rate control through the Commerce Commission. The senator's purpose was well understood; and there is no surprise now that, as the Pittsburgh Gazette says, "There have been sufficient developments in the series of hearings to show that there is no intention in this committee to frame a bill giving to a federal commission any kind of rate-fixing power."

It was, therefore, a surprise that the committee on May 8 should have called E. P. Bacon of Milwaukee as a witness, the one man above all others who represents the public demand for rate supervision. Mr. Bacon did what he could to correct the impression railway men seek to convey, that the reformers want to give the Commission power to make all rates, by insisting that the advocates of the proposed legislation do not want to have a general power to fix rates conferred on the Commission, but only the power to fix specific rates in cases where existing rates shall have been complained of and found to be unreasonable.

This contention, voiced by Mr. Bacon, should not be allowed to be lost sight of behind the objections to giving the Commission power to make rates, which no reformer asks for; and especially should grain dealers protest against the testimony, if made in their name, by elevator operators who are the beneficiaries of the unfair "elevator allowances" from railway companies, that the "grain trade" does not think it safe to give the Commission power to "make

rates." Such elevator men are not disinterested witnesses by any means and do not represent the grain trade.

THE NATIONAL CONVENTION.

The annual convention of the Grain Dealers' National Association, in June next, will be too important an event for any man interested in a national organization in the grain trade to miss. This Association is now in the condition, familiar to all who know their history, that frequently confronts other similar national bodies during the course of their existence—a condition of lassitude, so to say. The absence of an issue or danger commanding enough to bring men together as for protection is always accompanied by indifference, discontent and disinclination to support a body not in most intimate touch with its members. Even state associations sometimes become moribund for like reasons.

There is nothing alarming about the condition of the National Association, therefore; but some very good people think there is. And because they do think so, they are minded to go to the root of things at this convention and endeavor to reorganize it by abolishing the affiliated membership entirely, and rely on individuals to support it.

There are a good many objections to that plan; the chief is that it has already been tried and found inadequate to the needs of the trade, and that the result would probably be only a receivers' organization, which sooner or later might find itself *nolens volens* out of harmony with the shipper who is the foundation on which the structure of the grain business rests.

This paper has no intention of meddling in this matter or of dogmatizing upon it; but really the apparent seat of the trouble in the National Association is in the directories of those affiliated associations that have been lax in paying their dues, some of whom have not been very gracious to the National Association since they became its debtors. Probably a little fatherly talk with those gentlemen, and more definite statements of their causes of complaint by those who find fault with the management of the National as it is, would clear the horizon and revive the National—add more to its strength than could be done by tearing down the house to rebuild it on a plan that once proved a conspicuous failure.

DAMAGES FOR DELAYS.

That the lower courts of Illinois and Indiana should have granted relief to shippers (in *Sauer v. I. C. R. R. Co.* and *Wood v. P., C. C. & St. L. R. R. Co.*) for losses sustained by them through neglect of the carriers to move grain promptly, was not a matter of surprise. In return for certain privileges and functions of sovereignty conferred by the public, the carriers have a duty to perform which they may not arbitrarily avoid. Reasonably prompt movement of freight offered for transportation without discrimination against freight or persons is a part of that duty; and it has required only the action of individuals to ju-

diicially establish legal responsibility for delays and total failure to move freight within a reasonable time. The Wood case (Indiana) is to be carried to an appellate court, neither party being satisfied with the verdict. Whether Mr. Wood will eventually receive more than the jury allowed him will, of course, remain to be seen; but there seems little reason to believe the higher court will reverse the trial court's support of the doctrine of the railroad company's pecuniary liability for failure to do its duty as a common carrier.

THE COUNTRYSHIPPER WORKED.

The relations of the railroads and grain shippers are very intimate, and usually very friendly, as they should be. No class of shippers are less disposed to hunt for trouble than grain dealers. Yet their experience has been such in recent years that most grain men now believe that reasonable control of the common carriers by state and nation is essential to that practical "fair play" which is the President's ideal of transportation management.

But at least one railroad in the West has been so unfair of late as to take advantage of its intimate relations to grain dealers on its line as to have its station agents ask them to write their senators and members of Congress a protest against the doctrine of national control of common carriers. Of course, there is no threat accompanying such request; but it puts the grain dealer in a most unpleasant situation. He may believe honestly in rational governmental supervision of the carriers, and yet may dislike to antagonize the particular road in view of the possible effect on his business of a refusal; while should he accede to that road's request, he puts in the hand of his representatives in Congress a weapon to defeat an act he sincerely may believe to be right and necessary.

BOARD OF TRADE LEGISLATION.

The Chicago Board of Trade's bill to remove the taint of gambling which certain laws of Illinois now cast upon the business of the Board was finally killed by the Illinois legislature, after having been nursed by the gang to the critical point, for the usual reasons, of course. The bill might easily have been saved; but President Jackson said emphatically that it could "go plumb to" before the Board would pay a cent for its passage; and it did not pass. And its failure is, under the circumstances, infinitely creditable to the Board.

The bill gave a number of legislative jackasses from country districts the opportunity to pose—as if every farmer of good sense does not understand what a cheap humbug a legislator is who does not know (or professes not to know) the difference between a legitimate exchange and a bucket-shop; but the Board and its business does not actually need the proposed change in the laws to continue its legitimate trade functions. The Supreme Court, in the Adolph Kempner case, to go no further, has clearly expressed its complete understanding of the true character of the Board's transactions. The branch office, which

is not legitimate under the law, as appears in the Weare decision, may be a convenience to traders, but it is by no means a necessity to the trade in general, and had better be abolished before more cases like that of Prince come to the surface—it offers too many temptations to be safe.

TERMINAL DOCKAGE.

While Kansas law, recently enacted, makes it a criminal offense for elevators in that state to take any dockage whatsoever at the scales, the Kansas City Board of Trade has adopted a rule which, so far as the Board itself may, permits elevator operators under its jurisdiction to take a dockage of 100 pounds per car for "dirt, etc."

Dockage of this kind is very nearly universal in the terminal markets west of Indiana, Milwaukee, St. Louis, Omaha and Cairo excepted. The others range from 30 pounds per car in Minneapolis to 2 pounds per 1,000 pounds in New Orleans.

The dockage question has two sides, of course, in spite of its apparent indefensibility; and a weighmaster who understands his business should be able, perhaps, as a factor of local discipline, to make a dockage rule profitable even to those who suffer the dockage, paradoxical as that may sound. But there are few weighmen, we believe, who could successfully defend a dockage of 100 pounds per car; for while one of 30 pounds per car, as in Duluth, to 50 pounds, as at Peoria, may be seriously defended as a real benefit to the trade, any dockage in excess of that amount may be challenged as verging on graft.

COWEN ON INSPECTION.

The plan of Mr. Cowen to improve the system of grain inspection in Illinois, together with comments thereon and statements of the methods in vogue at Buffalo and in Minnesota, are given in other places in this paper. We are quite sure Mr. Cowen's desire, which is undoubtedly sincere, to remove, as far as possible, all complaint by shippers with the work of his office will receive the hearty endorsement and encouragement of the trade.

It is assumed that the low grading of grain on inspection is due entirely to the system. Mr. Cowen has entered upon a campaign now to demonstrate the truth or falsity of that belief. It will be money in the grain shippers' and producers' pockets to have that demonstration made.

Mr. Cowen's plan will also modify the character of the out inspection, which has, indeed, its defenders, but the very existence of the private inspector condemns it as worthless, so far as the consumers of grain are concerned, seeing that none will unreservedly accept grain on the department's inspection certificate.

When quondam shippers to and buyers in the Chicago market both avoid it, when possible, on account of the character of the inspection, it is time to reform it; and Mr. Cowen deserves the commendation of the entire trade that he has been big enough to

recognize the situation and broad enough to seek to better it. Let the trade co-operate with him in this laudable purpose.

THE CO-OPERATIVES IN KANSAS.

The farmers' elevator companies, more especially the head and front of the National Farmers' Exchange, of which one H. N. Gaines of Topeka, managing editor of the Farmers' Advocate, is president, having succeeded in getting E. J. Smiley into the Rush County jail as a "trust maker," may now have time to pay attention to its own affairs. This combination of farmers' elevators may or may not be a trust in the opinion of Mr. Gaines, but as a \$50,000,000 corporation, organized to boycott and destroy the business of individual grain dealers, it has all the earmarks of the trust that the Kansas Grain Dealers' Association, which Mr. Smiley represents, does not have, seeing that this association is not incorporated, has no capital stock and is not engaged in any business of any sort whatsoever.

Furthermore, it is said that Mr. Gaines's \$50,000,000 aggregation, which is interstate in character, as are all trusts, and which is said to operate \$105,000 worth of elevators in Kansas, has had the hardihood to transact business in the state of Kansas without having complied with the law of that state governing the creation and licensing of corporations nor paid the lawful corporation tax for leave to do business which is required of all other incorporated companies. It is this sort of people who make the hullabaloo about Mr. Smiley and both misrepresent his acts and seek to prejudice farmers against the individual grain dealers doing business in Kansas, so that the Farmers' Exchange corporation may the more easily harrass their business.

The invasion of Kansas by this South Dakota trust (for in its very essence the National Farmers' Exchange is a trust, the purpose of which is to get control of the grain shipping business of the West and to drive independent dealers out of business) without taking out a state license therefor (if this be the fact) ought to commend it to the attention of the attorney-general of Kansas.

That official has also given it as his opinion that all farmers' companies in that state who have the penalty clause in their articles of association (which is but a conspiracy to boycott and destroy rival elevator operators) are violating Sec. 113 of the Statutes of that state, making such corporations and their officers subject to the penalties of the law.

Now it is a poor rule that does not work both ways; and the men who have hounded Mr. Smiley into jail at La Crosse ought to be made to suffer the same penalties for violations of the same law, even if they are editors of farmers' papers and promoters or operators of elevator companies.

The Illinois legislature has again appropriated money in aid of the I. & M. Canal—specifically to repair the basin at the La Salle or river end of the canal. As there is quite a bit of tonnage on the canal west of Joliet that

enables corn to find an outlet via the Illinois River at Peoria, it is to be hoped the smart Aleck who killed the appropriation of two years ago may let this alone and give the grain men on the canal a chance.

BUCKET-SHOPPING HIT.

It was a signal and decisive victory the Chicago Board of Trade won in the United States Supreme Court in the Christie case, which puts it in the power of the Board to suppress bucket-shopping or to send a stream of wire-tappers to the penitentiary. No doubt the decision will be of great influence on the morals of the community by discouraging what are but common gambling houses and on the business of legitimate exchanges by turning all legitimate speculation to them.

But the decision opens up an interesting question in regard to branch houses of regular exchange members. In Illinois these are called bucket-shops by the courts and transactions in them are treated as gambling ones. Apparently the new law of Minnesota does the same; for all the big branch office firms there have reduced such offices to telegraph stations only, where customers may place their trades and deposit their margins, but who must look to the home office for any profit checks. Whether this method of doing a branch business will comply with the law may be determined later by the courts of Minnesota. In Illinois, it does not appear that the branch office is in any better position now than it was before the Washington court's decision was announced, but is still under the ban of illegitimacy.

RAILROADS' DEADLY ENEMY.

In the course of a brief speech on the railway question at the Economic Club, Boston, Commerce Commissioner Prouty said, among other things, that, "The rebate is and always has been the most deadly enemy of the railway itself;" that the Elkins bill was "enacted largely through railway influence" and was "one of the most beneficent measures of recent years," which has put much money into the treasuries of the railways.

This from the carriers' side of the case is undoubtedly true. Nevertheless it is a remarkable fact that "elevator allowances" by the railways to their (line) terminal elevator operators for handling their own grain, which many railway men swore amount to the same thing as a direct rebate, are now paid instead of the rebate and are equally mulcts of railway treasuries. The Commerce Commission says these allowances are not forbidden by law and are therefore permissible; yet as their effect upon competition among grain buyers is the same as the rebate itself, the special virtues of the railways which pay these allowances are not apparent, since the transportation of grain can never be on equal terms to shippers until these pernicious allowances are withdrawn and the carriers shall operate their own terminals as carriers or lease them to bona fide public warehousemen only, who will operate them without any sort of discrimination.

EDITORIAL MENTION

This is a good time of any year to sort cribbed corn before shelling, but an especially good time this year.

Shippers to Kansas City who wish to dodge the 100-pound dockage may now consign to the Kansas side of the river.

Attorney-General Moody testified before the Senate committee that the Supreme Court has held that Congress can fix rates for interstate commerce. But will it?

Again we are to have a bumper crop of wheat—nearly 500,000,000 bushels. That is to say, if there are no accidents, as there were in the Northwest last year.

Now what subterfuge will the Christie aggregation employ to get Chicago quotations and continue its successful opposition to the Kansas City Board of Trade?

The Illinois "merit law" has some merit, but not quite as much as it was hoped it would have. It's a long lane, etc., and the grain trade may yet find a chance to get even with somebody.

Are you certain that you are as well posted on every question likely to arise in the settlement of a fire loss as you are on those regarding a contract to deliver? You ought to be, if you are not.

The National Hay Association is sending out 25,000 copies of its constitution and by-laws through its members to non-members—an effective form of advertising which is practiced every year with good results.

A Minneapolis Chamber of Commerce seat was sold recently for \$4,000 to a St. Louis buyer, who may or may not have been impressed with the prophecy of an Eastern paper that Minneapolis is destined to be the greatest coarse grain market on the continent. When?

Governor Folk of Missouri continues to give evidence of the sound sense and love of fair play that made him famous. He has vetoed the attempt made to overturn the very excellent check-weight systems now in vogue in St. Louis and Kansas City elevators under exchange control.

A Duluth firm has protested against the acceptance of warehouse receipts for grain stored in the Peavey concrete elevator in that city on the ground that the house, having had two breaks, is not safe. The protest took the Duluth people by surprise, for while it is true there have been two breaks in the house, both occurring soon after its construction, it has been supposed the elevator had been since

made entirely serviceable, and on that account was made regular. It would seem to be rather late in the day to begin questioning the stability of concrete houses.

Fort Worth, Texas, men are talking of building a "truly" public elevator in that city. They think it would be useful. It might—if only as a great American curiosity.

The amended Ramsey law (with regard to elevator sites) in Nebraska now provides that elevators to receive the benefits of the act must have a capacity of 15,000 bushels, whereas under the old act the railways were required to give track facilities to any elevator that cost \$3,000.

It was a long time coming, but after July 1 it will be possible to deliver No. 3 grades of corn on contracts at Chicago with a 5-cent penalty. This is great enough, certainly; but even so, the new rule ought to be of great benefit to country shippers. It is generally contended that it will put an end to corners and rigging of the market. Let us hope so.

The Canadian government has decided to repeat the experiment of last year of permitting the use of the canals without tolls, which had so beneficent an effect on both Canadian and American grain rates. Free canals proved especially satisfactory to the Canadians, diverting as they did a large part of the export grain business from our own Atlantic exports to Montreal.

The National Hay Association, with 2,000 active members, is getting ready for a record-breaking meeting at Toledo in July. These hay men remind one of the primitive Christians—"see how they love one another." At any rate, if they don't they make a good bluff at it, and all pull together for the annual general meeting. Their example is worthy of all emulation by other national association folks.

It will require a club as well as a Supreme Court decision to close up the bucket-shops; and every exchange in the country should now lend its aid to Chicago in this work. Chicago has won the game, thanks to ex-President Warren's persistence, but is not averse to sharing the gains with those who are willing now to help themselves to such legitimate business as closing of the shops might turn their way.

The Cincinnati conference's recommendation that order bills of lading be kept under lock and key, and issued with something like system, is commendable. If no better way of preventing forgeries of bills of lading can be devised by the railway and banking house experts, it ought to be adopted. The grain trade (and many others) cannot possibly get along without the daily use of the negotiable bill of lading, and some safety device must be invented for the protection of buyers. The wonder is that the current methods of making this bill, with no principle of protection to

bankers and receivers save the common honesty of mankind, should have so long obtained and yet yielded so small a harvest of fraud.

The Illinois Grain Dealers' Association's meeting in June will occupy but one day only—June 13. A good program will be presented; and as the directory will hereafter employ a secretary without consulting the convention of members, some of the disagreeable politics of former conventions will be eliminated, and the meeting may turn out a genuine "love feast."

The railways of Texas have begun an action to test the authority of the Texas Railroad Commission, on the ground that the Commission has in recent years so reduced rates that for the last fiscal year the net income of the roads was but 6¼ per cent on the valuation fixed by the Commission ten or twelve years ago, since which time large sums have been spent on improvements and betterments.

On April 29 it was cabled from Manchester that the Ship Canal Company's grain elevator unloaded the Italiana with 4,004 tons of wheat from Bahia Blanca in 19½ hours, or at the rate of about 7,700 bushels per hour. This, perhaps, would not "astound the natives" at some of our American marine elevators, but it was certainly very clever work in Manchester, the actual net elevating time being but 16¾ hours, or at the rate of nearly 8,800 bushels per hour.

Director Jenkins of the American Malting Co. has, of his own motion, however, proposed a plan for reorganizing that waterlogged concern by reducing the \$15,000,000 of preferred stock to \$9,000,000, 6 per cent cumulative, and the \$15,000,000 of common to \$6,000,000. This is not the first time Mr. Jenkins has proposed to pump out the surplus aqua, but his former proposals, being more radical than this last, received little encouragement. Will this one have a better fate?

E. L. Fursman, known in connection with the Corn Carnivals at Peoria and corn breeding in Illinois, has begun a movement to hold a big corn show in connection with the next Fat Stock Show at Chicago. A similar plan proposed by the Grain Dealers' National Association last fall was dropped for want of time, but it is believed a successful show of this kind would continue the interest in corn culture created during the past two winters by the car-end lectures in the corn belt.

It does not appear that the railroads of Wisconsin are preparing to go out of business, although a law has been enacted in that state which authorizes the Railroad Commission to have hearings as to rates which are alleged to be unreasonable; and if it shall come to the conclusion that they are, to prescribe reasonable ones to take effect at the end of sixty days. A road which is dissatisfied with a finding can appeal to the courts within the sixty days, and the question of reasonableness

will be fought out again there. This is substantially all the Commerce Law Convention asked in the way of national railway control; and is singularly like the Indiana law. This form of legislation may be dangerous to the state and destructive of railway values, or it may not; but at least Wisconsin is going to find out which it is.

It is hoped and expected that Mr. Delany's article in this issue on the "Future of Agriculture in Argentina" will be followed at intervals by others on other phases of Argentina's power to compete with American farmers in the world's grain markets. Mr. Delany, who, it will be remembered, spent some months in the Argentine as special representative of the Nash-Wright Company, writes most interestingly, and, best of all, with an accurate and comprehensive understanding of the problems involved.

It is a slow day when less than \$50,000,000 to \$100,000,000 new railway stocks are floated, says the Pope & Eckhardt Co. circular, but the new issue of \$790,000,000 bonds to be offered in the merger of U. P., C. & N.-W. and N. Y. C. railways may fairly be called "the leader" so far. The feature about it is that notwithstanding the fact that the public must pay charges to earn interest and dividends on the swollen capitalization, not an Eastern newspaper or prominent publicist raises a note of criticism or dissent. A Chicago University professor even says that stock watering is a wholesome process! If, however, the Western crops promise well, or the receipts of grain show even a moderate increase, the press, East and West, assail prices of cereals and print columns of argument in favor of lessened values. "Isn't it funny what a difference" ownership makes?

The Ohio Millers' Association recently adopted a resolution protesting against speculation in grain on boards of trade and recommending that legislative action be taken to prevent it. One must, of course, sympathize with the millers, who bear the brunt of all such scandalous raidings of the market as the late "May deal"; but the Ohio millers can hardly be serious in their resolution. As long as there is an open market (and millers could not safely do business without it), there must needs be such raids by inveterate gamblers, just as every good thing has its evil vis-a-vis—that is nature's law. But speculation, which is necessary to the adjustments of the market's equilibrium, must be regulated by public opinion, and not by statutory law. If there is any one lesson to be learned from history on this question (as old as commerce almost) it is that "national decadence as the invariable accompaniment of state interference with the laws of supply and demand, particularly as applied to food." With an open market, with the changing condition of the crops, with the shifting of demand and supply, dependent upon flood or drouth, insect ravages, war or other factors, speculation in foodstuffs is the inevitable and natural expression of the diver-

gent opinions of men as to the immediate or proximate course of prices, and this cannot be safely interrupted by legal enactment, whose unanticipated effects are too often far more serious than the expected ones.

A remarkable confession (for a purpose, of course) was that of President Fish to the International Railway Congress, that the canals of the country keep down rates. He said:

It is obvious that for many years past the function of these [Mississippi River and Erie Canal] and other inland waterways has been rather to act as a check upon the railways in keeping down rates than in and of themselves to carry any great proportion of the total or any increased tonnage.

Mr. Tuttle of the Boston & Maine Railroad said substantially the same thing to the Senate committee. And yet when any step is taken to keep the canals in condition to do this service to the public someone always bobs up to fight it "in the name of the people" who are being "robbed" to keep open a "tadpole ditch" that "does no business." We had that kind of a jack-in-the-box in Illinois recently and may see him again.

The Wisconsin Commission in charge of the new grain inspection system at Superior, finding it, no doubt, likely to be a failure, has entered into an agreement with wheat shippers and railroad men that all grain shall be weighed and inspected under Wisconsin law after July 31, but that all elevators are to be open to wheat specifically consigned for Minnesota inspection. This arrangement will enable the Great Northern, which has no elevator at Duluth, to handle wheat at Superior regardless of the Wisconsin inspection law, the Wisconsin Commission agreeing to issue permits to Minnesota wheat inspectors to work in Superior. And thus the bowels are removed from a law that Superior blacksmiths, barbers, grocers and hack drivers, who backed it so vociferously at Madison to "protect" Dakota shippers from Minnesota inspectors, wanted so strong that it made any person not an appointee of the Wisconsin Commission an imposter to be fined \$100 for each offense of weighing or inspecting grain!

The notice from Germany that the existing commercial treaty with the United States will be rescinded on March 1, 1906, with the possibility of discrimination against American goods in the empire, has called forth a protest and a demand by the New York Produce Exchange for the negotiation of a reciprocity treaty with that country. Germany, after Great Britain, is our best customer for cereals, which are especially hard hit by the new tariff; and the Produce Exchange "views with apprehension" the "inauguration of a tariff war" and so forth. The resolution is well timed; but so long as Mr. Lodge or Mr. Aldrich in the Senate can pocket treaties and block, as they have for several years past, any attempt to ratify reciprocity treaties already negotiated, by which some of their constituents, manufacturers of pinchbeck jewelry or some other pampered industry, may find inconvenient, what's the use of trying to be decent? And, by the way,

how much less onerous to German exporters are our own tariff laws now than will be that of Germany to our grain and flour exporters?

The uniform bill of lading has been officially abandoned; but 50,000,000 of them were printed, and it would not be surprising if some of them should find their way into use. In fact, they have; and although shippers have been warned time and again not to sign them, not a few shippers are doing that very thing. Indeed, the Pittsburg Grain and Hay Reporter states that many such signed bills are arriving in that market attached to drafts, notwithstanding repeated notice has been given that such drafts would not be paid by receivers in several markets. One Pittsburg firm complains of being compelled to refuse payment on five such drafts in one day! The Reporter therefore very properly asks:

Now, shippers, why do you sign or accept such bills of lading when you are not compelled to do so? Railroad companies do not require it. So why sign away your common law rights? This matter has been discussed so thoroughly that nothing further need be said against the bill of lading referred to. Shippers, please look after your own interests and save your receivers time, worry, trouble and the necessity of your receiving friends from refusing payment of your drafts.

It really does seem as if some shippers needed guardians, they are so amazingly careless and neglectful of their own interests.

The first Chicago steamer with grain out this season reached Buffalo on April 22, reaching port without trouble.

The first cargo of grain from Fort William to reach Montreal this season was 61,000 bushels of wheat, on May 3.

The Ohio Supreme Court, in case of Troy Wagon Works Co. vs. C. & H. & R. Ry. Co., decided that while the Railway Company may have a right of action at law against the Troy Wagon Company for the amount of a car service bill in dispute, and may have that matter heard on its merits, such action cannot affect or prejudice other transactions, business relations or the proper discharge of the railway's legal duties to the said Wagon Company. It is also clearly established that switching service cannot legally be refused to shippers on account of their refusal to comply with arbitrary car service rules or pay unreasonable charges demanded by car service bureaus, such as withholding service until disputed bills are paid, etc.

The Commerce Commission has announced a decision in the case of the Cannon Falls Farmers' Elevator Company against the Chicago Great Western Railway and the Chicago, Milwaukee & St. Paul Railway companies. The opinion holds that, under present rate conditions, the Cannon Falls shipper is subjected to the following disadvantages: The combination of rates on rye and other coarse grains from Cannon Falls to Minneapolis and Minneapolis to Chicago is half a cent less than the straight rate from Cannon Falls to Chicago. This, the Commission holds, is without justification. The competitive advantage to which the Cannon Falls dealer is entitled is neutralized to an extent by manipulation of billing at Minneapolis whereby Cannon Falls grain sold in Minneapolis can be reconsigned to Duluth, resulting in a less total charge from Cannon Falls to Duluth than the charge on a through shipment from Cannon Falls to Duluth. The rate on rye, barley and other coarse grain from Cannon Falls to Louisville or East St. Louis, the Commission holds, is wrongfully higher than the rate on wheat between the same points.

TRADE NOTES

It is understood that the Main Belting Company of Philadelphia is having plans prepared for a factory building.

Collins & Hopkins of Garrett, Ill., have placed the contract for the erection of their elevator at that point with the Younglove Construction Company of Mason City, Iowa.

The Foos Manufacturing Company of Springfield, Ohio, has the contract for machinery for the alfalfa meal mill to be erected at Omaha, Neb., by the Lucern Products Company.

J. M. Neer, grain buyer and shipper of Marion, Ohio, is sending out a large wall map of Ohio, keyed to show the location and population of all towns with 150 people and over. The hanger also carries a calendar and shows pictures of Mr. Neer's large elevator and warehouse at Marion.

The annual meeting of the Marseilles Manufacturing Company was held at the main office in Marseilles, Ill., last month, at which time the old officers were re-elected as follows: J. Q. Adams, president; H. R. Adams, vice-president; C. H. Adams, secretary and treasurer; H. B. McKahin, assistant secretary; A. T. Adams, superintendent.

The Wolf Company of Chambersburg, Pa., will make a large extension to its machine shop this spring, the new building to be used for finishing and storing machinery. The company is also adding some late pattern tools to facilitate the manufacture of its line of machines. There are a number of contracts on hand and indications are that the company will be very busy this summer.

We have received calendar pads for the coming six months from Secretary C. A. McCotter, of the Grain Dealers' National Mutual Fire Insurance Co. of Indianapolis, Ind. The receipt of these pads has become a regular and accepted custom, and each six months has marked the progress of the company in its steady growth. The newsy pointers accompanying each date are reminders of the proper care of some part of the elevator and are well worth reading.

The Chicago office of the Richardson Scale Company has been removed to Suite 1101 Rector Building, 122 Monroe Street, where larger and better quarters have been secured. Mr. Willard B. Smith has been admitted to partnership and hereafter the selling agency will be conducted under the firm name of Smith & Smith. The rapidly growing business of the company has necessitated the erection of a new factory building at Passaic, N. J., which will be completed about July 1.

The Sidney Elevator Manufacturing Company of Sidney, Ohio, is experiencing a gratifying demand for New Era Passenger Elevators from elevators and mills. The ease with which this device can be installed, its simplicity of operation and its low cost are strong inducements to progressive dealers. In addition to the business in this department the company is doing a large business in its grain-handling specialties, such as elevator boots, chain drag feeders, overhead wagon dumps, ear corn feeders, etc. The company has an interesting circular describing some of its specialties, which will be sent on request.

The Weller Manufacturing Company of Chicago is running an unusually large force of men at the shops on North Avenue and reports the following recent contracts: Updike Grain Company, Omaha, Neb., complete machinery outfit for 500,000-bushel transfer elevator; J. W. Witt, Lebanon, Ind., grain elevator machinery outfit; J. G. Davis Company, Rochester, N. Y., transmission and elevating machinery for new mill; Murray & New, Tomlinson, Ill., grain elevator machinery outfit; Patty & Coppock, Fletcher, Ohio, rope drive; Stockwell Grain Company, Stockwell, Ill., grain elevator equipment;

Dickinson & Co., Eureka, Ill., chain drags and rope drives for their new addition; Adam Bright, St. Paris, Ill., grain elevator machinery equipment.

At the annual meeting of the stockholders of the Joseph Dixon Crucible Company the old board, consisting of Edward F. C. Young, John A. Walker, Edward L. Young, William Murray, George T. Smith, Joseph D. Bedle and George E. Long, was unanimously re-elected. The board of directors re-elected the former officers, namely, Edward F. C. Young, president; John A. Walker, vice-president and treasurer; George E. Long, secretary. Judge Joseph D. Bedle was also re-elected as counsel. The stockholders present expressed themselves as thoroughly satisfied with the management of the company by its officers. Of the total number, 7,345 shares, there were represented 7,145 shares.

One of the largest and most modern roofing factories in the United States has recently been completed at Lockland, Ohio, by the Philip Carey Manufacturing Company. The company was established in 1873 and has developed into one of the largest concerns of the kind in the world. Years of investigation and labor have produced Carey's Magnesia Flexible Cement Roofing, which meets all the requirements in a roofing material. It is suitable for grain elevators and mills and combines strength and durability with low cost. The Western Roofing & Supply Company of 177 Randolph Street, Chicago, has the exclusive distributing agency and should be addressed for information.

COMING CONVENTIONS.

Grain Dealers' National Association, Niagara Falls, June 2 and 3.

Ohio Grain Dealers' Association, Put-in-Bay, Ohio, July 6 and 7.

National Hay Association, Toledo, Ohio, July 18, 19, 20.

Oklahoma and Indian Territory Grain Dealers' Association, Enid, May 17 and 18.

Iowa Grain Dealers' Association, Des Moines, May 17 and 18.

Illinois Grain Dealers' Association, Decatur, June 13.

Chief Grain Inspectors' National Association, Niagara Falls, June 2 and 3.

Texas Grain Dealers' Association, at Fort Worth on June 6 and 7.

DO NOT BELIEVE IN SPONTANEOUS COMBUSTION.

A fire occurred recently in the vinegar and yeast factory of Lewis Elmer & Sons at Baltimore, the origin of which is unknown. It was attributed to spontaneous combustion in grain stored on the premises. Baltimore grain dealers, however, scout that proposition, the general opinion among them being that no one experienced in handling corn ever heard of such a thing, no matter how damaged the corn might be.

Secretary Wroth of the Chamber of Commerce, in speaking of the matter, said:

The corn in question was not very long in the possession of the parties owning the property where the fire occurred; and it would seem to be a physical impossibility for the fire to have had its origin in this corn. The inspectors have seen cars just from the manufacturers' hands, with the rosin and turpentine oozing out of the wood, arrive here filled with corn so heated that when the car doors were opened vapor rushed out in the face of the party opening the door. Yet we have yet to learn of even one of these new cars being set on fire by heated corn, and the elevators and storage warehouses are utterly without any experience of this character.

As a matter of fact, corn gets to a certain heat, which drives off the moisture in the shape of vapor; and then, although badly discolored, gradually cools. The ability to produce flame is entirely lacking—at least, this is the experience of those who have been engaged in handling corn for years.

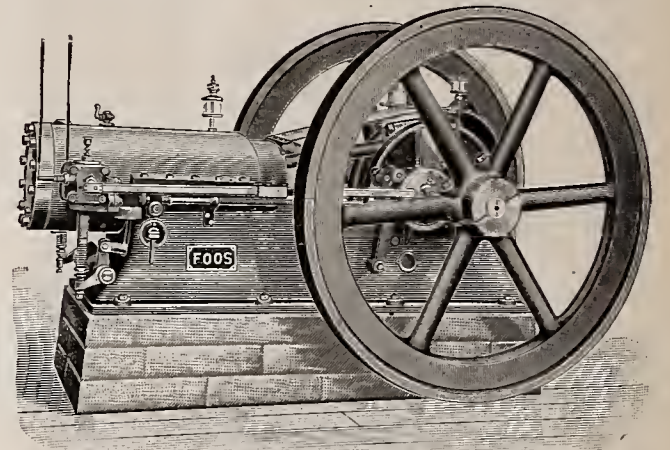
Lake navigation opened when the first boats passed through the Straits, April 19.

THE FOOS GASOLINE ENGINE.

During a recent visit to Springfield, Ohio, a representative of this paper took occasion to make a call at the factory of the Foos Gas Engine Co. at that place, and found it one of the largest and best equipped gas engine plants he has ever inspected. The outlay on special tools and machinery is very large, and the processes employed are in accordance with the most highly developed machine shop practice, many of which have been especially worked out for the production of this engine.

We illustrate the Foos Engine as usually furnished for elevator service. This engine is equipped with the wiping contact system of electrical ignition; has positive-acting vertical poppet valves, not depending upon suction in the cylinder to open them; the counterbalancing is effected by means of weights in the form of discs attached to the arms of the crank-shaft in line with the piston, connecting rod, etc., where balancing is required, and thus leaves the flywheels in balance, as there are no weights cast in their rims. Phosphor bronze is used in all bearings. It is possible to remove or inspect any of the valves without disturbing any other feature of the engine; the cylinder head also may be taken off without interfering with any piping.

On account of these features and others, the certainty of action in the valves and the strength



FOOS GAS AND GASOLINE ENGINE.

of the crank and other working parts, the action of the engine cannot be anything else than reliable. There can be no doubt on this score after a careful inspection of the construction and an observation of its operation. It is ready for operation at any time and may be run continuously night and day if desired.

The Foos Engine has been on the market for more than eighteen years, during which time much experimenting has been done and much money spent in perfecting its design; however, it is only recently the builders have decided to make any special effort to bring the Foos before the elevator trade, and they have already done a large business in that connection, some of the line elevators using Foos engines exclusively, their simplicity of design, ease of handling, accessibility of parts, etc., being great recommendations.

The Foos Gas Engine Company is well organized to take care of business in the grain centers, having branch houses at Minneapolis, Chicago, Sioux City, Omaha, Des Moines, Kansas City, St. Louis, Fargo and Grand Forks, and also at Winnipeg, Manitoba. Inquiries addressed to The Foos Gas Engine Co. at any of these points will be given prompt attention. Besides this line of engines, portables, special electrics, combined pumpers, portable sawing rigs, etc., can be furnished. Anyone in need of power will do well to communicate with the Foos Gas Engine Co. at any of the points mentioned or at the home office at Springfield, Ohio, asking for Catalogue No. 19.

One trainload of 1,600,000 pounds of binder twine went West to Kansas from Xenia, Ohio, on May 6. This is enough twine to bind about 12,000,000 bushels of wheat.

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday May 6, 1905, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Baltimore.....	269,000	452,000	150,000	71,000	.....
Boston.....	121,000	677,000	26,000	.....	.....
Buffalo.....	1,468,000	804,000	548,000	531,000	424,000
do. afloat.....	.....	.....	.....	.....	.....
Chicago.....	1,933,000	2,519,000	2,004,000	131,000	1,000
do. afloat.....	.....	.....	.....	.....	.....
Detroit.....	202,000	146,000	1,000	5,000	.....
do. afloat.....	.....	.....	.....	.....	.....
Duluth.....	3,181,000	21,000	4,159,000	173,000	374,000
do. afloat.....	.....	.....	.....	.....	.....
Ft. William.....	4,345,000	.....	.....	.....	.....
do. afloat.....	.....	.....	.....	.....	.....
Galveston.....	41,000	6,000	.....	.....	.....
do. afloat.....	.....	.....	.....	.....	.....
Indianapolis.....	107,000	54,000	20,000	.....	.....
Kansas City.....	811,000	167,000	116,000	.....	.....
Milwaukee.....	406,000	133,000	271,000	2,000	111,000
do. afloat.....	.....	.....	.....	.....	.....
Minneapolis.....	8,469,000	24,000	2,057,000	56,000	348,000
Montreal.....	197,000	795,000	106,000	.....	31,000
New Orleans.....	.....	66,000	.....	.....	.....
do. afloat.....	.....	.....	.....	.....	.....
New York.....	387,000	1,252,000	390,000	147,000	33,000
do. afloat.....	.....	.....	.....	.....	.....
Peoria.....	.....	6,000	1,212,000	15,000	2,000
Philadelphia.....	3,000	355,000	70,000	.....	.....
Port Arthur.....	1,734,000	.....	.....	.....	.....
do. afloat.....	.....	.....	.....	.....	.....
St. Louis.....	1,917,000	15,000	463,000	3,000	16,000
do. afloat.....	.....	.....	.....	.....	.....
Toledo.....	81,000	172,000	213,000	4,000	.....
do. afloat.....	.....	.....	.....	.....	.....
Toronto.....	17,000	.....	13,000	.....	.....
On Canal.....	56,000	.....	216,000	.....	206,000
On Lakes.....	590,000	1,140,000	669,000	15,000	32,000
On Miss. River.....	.....	.....	.....	.....	.....
Grand total.....	26,335,000	8,904,000	12,804,000	1,153,000	1,578,000
Corresponding date 1904.....	29,693,000	6,897,000	7,983,000	995,000	2,399,000
Weekly Inc.....	.....	.....	.....	37,000	.....
Weekly Dec.....	2,191,000	1,077,000	1,053,000	.....	340,000

EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending May 6, 1905, as compared with same weeks last year, have been as follows:

Articles.	For Week Ending May 6, 1905.	For Week Ending May 7, 1904.	For Week Ending Apr. 29, 1905.	For Week Ending Apr. 30, 1904.
Wheat, bushels.....	104,000	292,000	93,000	281,000
Corn, bushels.....	1,822,000	381,000	2,318,000	368,000
Oats, bushels.....	77,000	15,000	10,000	64,000
Rye, bushels.....	.....	.....	.....	.....
Barley, bushels.....	.....	5,000	59,000	8,000
Flour, bbls.....	113,400	143,100	102,700	167,100

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago for the month ending May 12 has been as follows:

APRIL.	NO. 2. * R. W. WHT.	NO. 1. NO. * SP. WHT.	NO. 2 CORN.	STR. OATS.	NO. 2 RYE.	NO. N. W. FLAXSEED.
	Low.	High.	Low.	High.	Low.	High.
12.....	1.15	1.16	1.15	1.17	49	49
13.....	1.15 1/2	1.17 1/2	1.16	1.18	49 1/2	49 1/2
14.....	1.14 1/2	1.17 1/2	1.16	1.17	48 1/2	48 1/2
15.....	1.14	1.16	1.16	1.17	47 1/2	47 1/2
16.....	1.13 1/2	1.15	1.14	1.16	47 1/2	47 1/2
17.....	1.14 1/2	1.15 1/2	1.15	1.16 1/2	47 1/2	47 1/2
18.....	1.13 1/2	1.15 1/2	1.14	1.15 1/2	47 1/2	47 1/2
19.....	1.08 1/2	1.13 1/2	1.12	1.13	47 1/2	47 1/2
20.....	1.08 1/2	1.13 1/2	1.12	1.13	47 1/2	47 1/2
21.....	1.08 1/2	1.13 1/2	1.12	1.13	47 1/2	47 1/2
22.....	1.08 1/2	1.13 1/2	1.12	1.13	47 1/2	47 1/2
23.....	1.08 1/2	1.13 1/2	1.12	1.13	47 1/2	47 1/2
24.....	1.08 1/2	1.13 1/2	1.12	1.13	47 1/2	47 1/2
25.....	1.08 1/2	1.13 1/2	1.12	1.13	47 1/2	47 1/2
26.....	1.08 1/2	1.13 1/2	1.12	1.13	47 1/2	47 1/2
27.....	1.08 1/2	1.13 1/2	1.12	1.13	47 1/2	47 1/2
28.....	1.08 1/2	1.13 1/2	1.12	1.13	47 1/2	47 1/2
29.....	1.08 1/2	1.13 1/2	1.12	1.13	47 1/2	47 1/2
30.....	1.08 1/2	1.13 1/2	1.12	1.13	47 1/2	47 1/2
May:						
1.....	.82	.90	.89 1/2	.92 1/2	48	48
2.....	.90 1/2	.94 1/2	.93 1/2	.97 1/2	49 1/2	49 1/2
3.....	.91 1/2	.95 1/2	.94 1/2	.97 1/2	49 1/2	49 1/2
4.....	.92 1/2	.95 1/2	.94 1/2	.97 1/2	49 1/2	49 1/2
5.....	.90 1/2	.93 1/2	.93	.96 1/2	48 1/2	48 1/2
6.....	.91 1/2	.95 1/2	.93 1/2	.96 1/2	48 1/2	48 1/2
7.....	.92	.95 1/2	.94 1/2	.97 1/2	49 1/2	49 1/2
8.....	.92	.95 1/2	.94 1/2	.97 1/2	49 1/2	49 1/2
9.....	.92	.95 1/2	.94 1/2	.97 1/2	49 1/2	49 1/2
10.....	.91 1/2	.95 1/2	.94 1/2	.97 1/2	49 1/2	49 1/2
11.....	.91 1/2	.95 1/2	.94 1/2	.97 1/2	49 1/2	49 1/2
12.....	.94 1/2	.97 1/2	.95 1/2	.99 1/2	48 1/2	48 1/2

†Holiday.

During the week ending April 14, Prime Contract Timothy Seed sold at \$2.85@2.90 per cental; Prime Contract Clover Seed at \$14.00@14.40; Hungarian at \$1.20@1.50; German Millet at \$1.25@1.75; Buckwheat at \$1.10@1.15 per 100 pounds.

During the week ending April 20, Prime Contract Timothy Seed sold at \$2.85@2.90; Prime Contract Clover Seed at \$14.00; Hungarian at \$1.20@

1.50; German Millet at \$1.25@1.75; buckwheat at \$1.10@1.15 per 100 pounds.

During the week ending April 29, Prime Contract Timothy Seed sold at \$2.90@3.00 per cental; Prime Contract Clover Seed at \$13.50@14.00; Hungarian at \$1.20@1.50; German Millet at \$1.25@1.70; buckwheat at \$1.10@1.15 per 100 pounds.

During the week ending May 5, Prime Contract Timothy Seed sold at \$2.90@3.00 per cental; Prime Contract Clover Seed at \$13.00@13.50; Hungarian at \$1.20@1.40; German Millet at \$1.25@1.60; buckwheat at \$1.10@1.15 per 100 pounds.

FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 21 months ending with April, as reported by Chas. F. Lias, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.	Shipments.
	1904-05.	1903-04.
August.....	277,990	345,226
September.....	310,000	102,620
October.....	475,600	530,960
November.....	315,900	708,953
December.....	353,000	250,979
January.....	123,300	307,976
February.....	161,100	212,736
March.....	273,600	412,554
April.....	87,300	68,000
May.....	90,100	.....
June.....	453,467	.....
July.....	165,769	.....
Total bushels.....	2,377,790	3,649,340

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of April, 1905:

BALTIMORE—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	Receipts.	Shipments.
	1905.	1904.
Wheat, bushels.....	118,208	54,887
Corn, bushels.....	1,587,902	513,092
Oats, bushels.....	249,927	321,893
Barley, bushels.....	.....	3,344
Rye, bushels.....	30,376	33,798
Timothy Seed, lbs.....	673	1,643
Clover Seed, lbs.....	2,002	3,790
Hay, tons.....	6,706	6,192
Flour, bbls.....	95,894	154,550

BOSTON—Reported by Elwyn G. Preston, secretary of the Chamber of Commerce.

Flour, bbls.....	108,354	198,858	35,771	66,452
Wheat, bushels.....	114,560	4,010	203,426	17,798
Corn, bushels.....	1,398,879	516,782	1,438,457	344,082
Oats, bushels.....	293,883	578,055	10,080	12,630
Rye, bushels.....	2,563	3,275	.....	.....
Barley, bushels.....	55,320	7,995	54,170	.....
Flaxseed, bushels.....	600	.....	.....	.....
Mill Feed, tons.....	572	1,652	83	121
Cornmeal, bbls.....	3,225	2,961	1,080	4,680
Oatmeal, bbls.....	23,643	14,840	18,519	7,297
Oatmeal, sacks.....	4,264	7,492	11,620	7,200
Hay, tons.....	8,920	13,240	780	1,390

CHICAGO—Reported by Geo. F. Stone, secretary of the Board of Trade.

Wheat, bushels.....	2,466,854	690,663	526,095	998,281
Corn, bushels.....	8,250,258	4,498,345	10,196,218	1,937,334
Oats, bushels.....	3,921,100	4,100,338	4,198,234	3,951,029
Barley, bushels.....	1,717,960	1,338,721	346,595	486,292
Rye, bushels.....	92,800	168,334	96,641	134,312
Timothy Seed, lbs.....	4,922,424	2,960,672	1,203,803	2,389,580
Clover Seed, lbs.....	177,728	749,907	519,889	548,490
Other Grass Seed, lbs.....	1,644,665	2,451,500	4,397,929	4,150,695
Flax Seed, bushels.....	87,240	122,641	44,877	21,808
Broom Corn, lbs.....	1,005,432	1,946,160	509,505	2,336,905
Hay, tons.....	23,758	19,549	809	1,028
Flour, bbls.....	510,936	671,355	415,244	651,634

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce.

Wheat, bushels.....	76,690	170,538	74,938	156,401
Corn, bushels.....	415,103	812,902	208,794	412,095
Oats, bushels.....	391,109	290,732	274,463	157,375
Barley, bushels.....	43,214	47,899	20	72
Rye, bushels.....	61,004	38,396	17,924	12,371
Timothy Seed, bags.....	2,313	443	3,543	2,727
Clover Seed, bags.....	1,719	1,097	3,607	2,443
Other Grass Seed, bags.....	5,844	4,351	9,686	6,268
Flax Seed, bushels.....	.....	.....	.....	.....
Broom Corn, lbs.....	.....	.....	.....	.....
Hay, tons.....	8,835	9,933	5,522	5,531
Flour, bbls.....	76,613	111,029	43,631	81,007

CLEVELAND—Reported by F. A. Scott, secretary of the Chamber of Commerce.

Wheat, bushels.....	39,247	70,394	22,500	19,993
Corn, bushels.....	283,645	483,125	500,495	197,914
Oats, bushels.....	612,752	641,257	281,338	111,608
Barley, bushels.....	.....	12,614	7,339	802
Rye, bushels.....	.....	.....	.....	1,222
Flaxseed, bushels.....	.....	.....	.....	.....
Hay, tons.....	3,806	5,265	941	850
Flour, bbls.....	4,663	7,057	3,097	2,338

DULUTH—Reported by H. B. Moore, secretary of the Board of Trade.

Wheat, bushels.....	245,935	540,692	1,724,083	30,972
Corn, bushels.....	4,196	.....	23,000	.....
Oats, bushels.....	408,184	53,227	523,337	73,308
Barley, bushels.....	184,608	109,288	191,498	27,437
Rye, bushels.....	5,977	20,692	.....	.....
Flax Seed, bushels.....	133,150	789,185	39,019	.....
Flour, bbls.....	262,205	241,565	234,595	52,425

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade.

Articles.	Receipts.	Shipments.
	1905.	1904.
Wheat, bushels.....	63,036	99,088
Corn, bushels.....	600,534	338,317
Oats, bushels.....	193,140	335,532
Barley, bushels.....	169,900	176,974
Rye, bushels.....	11,720	18,042
Flour, bbls.....	23,900	25,500

GALVESTON—Reported by C. McD. Robinson, chief inspector of the Cotton Exchange and Board of Trade.

Wheat, bushels.....	.....	.....	192,720
Corn, bushels.....	.....	651,256	386,195
Rye, bushels.....	.....	.....	.....

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade.

Wheat, bushels.....	1,161,000	1,132,200	1,144,000	978,300
Corn, bushels.....	1,104,000	649,800	674,000	900,000
Oats, bushels.....	417,000	248,400	378,000	147,600
Barley, bushels.....	14,000	17,000	9,000	3,000
Rye, bushels.....	22,000	12,000	15,000	4,800

ELEVATOR AND GRAIN NEWS

ILLINOIS.

J. A. Simpson will tear down his old elevator at Minonk, Ill.

Sharp Bros., grain dealers at Congerville, Ill., have sold out.

Neal & Hutchinson have sold their grain business at Winchester, Ill.

An addition has been built to M. M. Frederick & Co.'s elevator at Clarence, Ill.

Emil Baumgartner is reported to have sold his grain business at Cissna Park, Ill.

The Carrington-Patten Grain Co. is building an addition to its elevator at Henning, Ill.

On May 1 the general offices of the Zorn Grain Co. were moved from Bloomington to Peoria, Ill.

The burned elevator of the Sparks Milling Co. at Alton, Ill., is being rebuilt. Part of the old walls will be utilized.

The Boody Elevator Co. of Boody, Ill., is tearing down its old dump and will build a new and modern elevator on the site.

Young & Brandt of Peotone, Ill., are installing a Richardson Automatic Scale to weigh 1,500 bushels of grain per hour.

The Gridley Elevator Co. has taken possession of the elevator at Gridley, Ill., recently purchased from I. G. Holdredge & Co.

Murray & New have their new 42,000-bushel elevator at Tomlinson, Ill., nearly completed. It will be ready for grain about June 1.

The Borden & Selleck Co., Chicago, Ill., has installed a 12-horsepower Howe Gasoline Engine for John E. Peterson at St. Charles, Ill.

An addition is being built to Robert Wood's elevator at Dillsburg, Ill. A concrete foundation is being placed under the old portion of the building.

Davenport & Felger have sold their grain and coal business at Harris, Ill., to Hollowell Bros. of Jamestown, Ind. The new owners took possession May 1.

The Neola Elevator Co. has built two new corn cribs, 10x80 feet, a lumber shed, 80x50 feet, and made other improvements to its property at Thomson, Ill.

The Zorn Grain Co. of Le Roy, Ill., has purchased from the Richardson Scale Co. of New York a special elevator scale, with a capacity of 2,000 bushels an hour.

At Mahomet, Ill., the Mahomet Grain Co. has been chartered with a capital of \$7,000, to deal in grain, coal, lumber, etc. The concern is a farmers' organization.

The Kilbourne, Ill., branch of the National Farmers' Exchange will build an elevator. August H. Kolver is president and Frank Baker is secretary, treasurer and manager.

The Richardson Scale Co. has an order from the Illinois Sugar Refining Co. of Pekin, Ill., for a patent automatic scale to weigh packages containing 100 pounds of feed each.

The Independence Cereal Meal Co. of Peoria, Ill., has placed an order with the Richardson Scale Co. of New York for one of its special elevator scales to weigh 1,000 bushels of oats per hour.

Schultz, Baujan & Co. are building a 15,000-bushel elevator at Kampville, Ill., on the Illinois River. It will be finished by July 1. The Burrell Engineering & Construction Co. has the contract.

The Richardson Scale Co. of New York has received an order for one of its portable net weighing machines, to handle 160-pound lots of starch feed, from the Woolner Distilling Co. of Peoria, Ill.

The Adrian Elevator Co. has been organized at Adrian, Ill., and will build a co-operative elevator. It will have a capacity of 20,000 bushels, and work will be commenced as soon as a site is decided upon.

The Farmers' Elevator Co. of Cropsey, Ill., is now doing business in one of the elevators at that place formerly owned by the Rogers Grain Co. C. D. Morris is manager. The Rogers Grain Co. still operates its other elevator at Cropsey.

S. M. Postlewait & Co. have bought Allen B. Smith's elevators at Sidney, Ill., and taken possession. The property includes an elevator for shelled grain operated by a gasoline engine, an elevator for ear corn operated by steam power, cribs, coal sheds, office, etc. Mr. Postlewait is en-

gaged in the grain brokerage business at Decatur. Mr. Smith will move to Pana, Ill.

The Sibley Grain Co. has bought the Rogers Grain Co.'s office and cribs at Sibley, Ill.

Emmett Porterfield has sold his interest in the grain and implement business of Porterfield Bros. at Sidney, Ill., to his brother, J. Bert Porterfield, who will continue it alone. The retiring member of the firm will go to Excelsior Springs, Mo., for the benefit of his health.

The contract for the White & Rumsey Grain Co.'s elevator at Kankakee, Ill., has been let and construction work is now in progress. The main part of the structure will be 80x80 feet with engine and boiler rooms separate. The completed plant will cost about \$50,000.

C. J. Walter has sold his elevator, grain, lumber and coal business at Danforth, Ill., to C. H. Rumley of Kankakee, possession to be given July 1. The elevator, which is known as the Gilbert Elevator, is located on the Illinois Central right-of-way. Mr. Walter purchased it about three years ago. He will spend several months in Texas and the Southwest after turning over the business to Mr. Rumley. The latter will give the business at Danforth his personal attention.

M. F. Murphy & Co. are remodeling and rebuilding their elevator at Bates, near Springfield, Ill. The Burrell Engineering and Construction Co. of Chicago has the contract. The foundation walls, cross-sections and pit for the sheller are built of concrete. The building will be 28 feet square and 67 feet in height from foundation wall, or over 70 feet from the pit where the sheller is placed to the cleaning room on top. It will be sheathed with galvanized corrugated iron. New cleaning machinery will be installed.

MINNESOTA AND WISCONSIN.

The Soo Elevator at Rushmore, Minn., is closed. Gilbert Carlson is building a new elevator at Dawson, Minn.

T. B. C. Evans is remodeling his grain warehouse at Hawley, Minn.

The Farmers' Elevator Co. of Georgetown, Minn., will build an elevator.

Ole Christianson will build a large elevator near his mill at Bloomer, Wis.

The Pride Elevator Co. has closed its house at Havana, Minn., until after harvest.

S. Baker has built a stone foundation under his grain warehouse at Independence, Wis.

The Atlantic Elevator Co. is erecting an elevator on the Soo right-of-way at Warren, Minn.

A committee is soliciting shares for the erection of a farmers' elevator at Holloway, Minn.

The Farmers' Elevator Co. of Canton, Minn., has advertised for bids for the lease of its elevator.

Bingham Bros. have closed their elevator at Butterfield, Minn., and will not reopen it until August.

The W. W. Cargill Co. has closed its elevator at Iona, Minn., and will not reopen it until next fall.

A 30,000-bushel frame elevator will be built at Elysian, Minn., by the owners of the local flour mill.

The owners of the flour mill at Janesville, Minn., will erect a 30,000-bushel frame elevator at that place.

The elevator at Kennedy, Minn., owned by the St. Anthony & Dakota Elevator Co., is undergoing repairs.

The Farmers' Co-operative Elevator Co. is the style of an organization now being formed at Slayton, Minn.

The Farmers' Elevator at Sauk Rapids, Minn., has been equipped with a feed mill outfit and a hay press.

R. A. Grams has traded his elevator and feed mill at Brownton, Minn., for a farm in Sargent County, N. D.

S. C. Johnson is building an elevator adjoining his feed and grain warehouse on the N. P. tracks in Crookston, Minn.

The Farmers' Elevator Co. of Boyd, Minn., has engaged A. Rexstad as grain buyer and opened its elevator for business.

A. D. Packard & Son have offered to sell their elevator at Alpha, Minn., to the new farmers' organization of that place.

The Farmers' Exchange of Little Falls, Minn., will rebuild its elevator, which was burned on March 8. P. A. Kull is secretary and manager.

A new elevator and mixing plant will be erected in Minneapolis by the G. E. Gee Grain Co. The present 10,000-bushel elevator and mixing house owned by the company will be torn down and the new structure erected on the site. The new plant will be built of either concrete or tile and will cost

about \$25,000. Storage room for 25,000 bushels of grain will be provided.

The contract for the erection of the new elevator for the Farmers' Co-operative Elevator Co. of Pelican Rapids, Minn., has been let and work commenced.

The Banner Grain Co., Minneapolis, Minn., has been granted a charter. The capital stock is \$10,000 and the incorporators are J. B. Stewart, J. B. Gilfillan Jr. and G. F. Briggs.

The James Quirk Milling Co. of Montgomery, Minn., has ordered through the Nordyke & Marmon Co. a Richardson Automatic Scale, to weigh 300 pounds of grain per discharge.

The Milroy Farmers' Elevator Co. of Milroy, Minn., has been incorporated with a capital of \$25,000. J. W. Dysart is president and S. E. Weber, secretary. An elevator will be built.

The Milan Co-operative Farmers' Elevator Co. has been organized at Milan, Minn., and filed articles of incorporation. L. H. Dalen has been elected president and T. Johnson secretary.

The grain, implement and fuel business of C. E. Remley at Moorhead, Minn., has been purchased by J. W. and G. A. Harris of Fargo, N. D., who will continue it under the firm name of Harris Bros.

The Northern Grain Co. will build an addition to its warehouse at Manitowoc, Wis., for the storage of wool. The old portion of the building will be repaired and a new foundation will be built under it.

The Osborn-McMillan Elevator Co.'s house at Belgrade, Minn., is undergoing repairs. A new engine room, containing a new gasoline engine, has been built and the elevator building repaired and painted.

The Spaulding Elevator Co. has been incorporated at Warren, Minn., and will erect a line of elevators on the new branch of the Soo this summer. The incorporators are F. W. and C. L. Spaulding and Harry J. March.

The Cargill Elevator Co. is building another 20,000-bushel elevator at Graceville, Minn., to be operated in connection with its present house at that point. The new structure will be located on the Great Northern right-of-way.

A charter has been granted to the Farmers' Elevator Co. of Lamberton, Minn., capitalized at \$25,000. The company has purchased Bingham Bros' elevator at Lamberton, paying \$4,300 for the same. Possession will be given June 1.

Articles of incorporation have been filed by the Northland Elevator Co. of Minneapolis. The capital authorized is \$250,000, of which \$100,000 is 6 per cent preferred stock. E. M. Osborne is president and J. D. McMullen secretary.

Extensive improvements have been made to the Atlantic Elevator Co.'s elevator at Kensington, Minn. A new engine house has been built, a gasoline engine installed and a conveyor constructed between the warehouse and elevator.

Alex Simpson has let the contract for the erection of a 30,000-bushel elevator at Wheaton, Minn., and will use his old house for the storage of oats. When the new house is finished Mr. Simpson will have storage room for about 50,000 bushels of grain.

The Kenkel-Hopkins Co. has been incorporated in Minneapolis, with a capital of \$150,000, to deal in grain and produce. The incorporators are: Herman H. Kenkel, William M. Hopkins and F. A. Hallet of Minneapolis and John A. Todd of Duluth.

The Osborn-McMillan Co. is building a new elevator at Elbow Lake, Minn. It will adjoin the old elevator and will be of the same size and capacity. The new house will be equipped with a dump and modern machinery and will be operated by a gasoline engine.

It is announced that the George C. Bagley Elevator Co. of Minneapolis has purchased the Royal Elevator Co.'s houses on the Milwaukee road and the Atlantic Elevator Co.'s line on the Soo, and will erect twenty-nine new elevators on the Thief River Falls extension of the Soo railway.

The Western Elevator Co. of Winona, Minn., has purchased the line of elevators in that section of Minnesota heretofore owned and operated by the American Malting Co. The elevators, twenty-three in number, are located at Wabasha, Minneiska, Weaver, Hammond, Kellogg, Lake City, Durand, Glasgow, Theilman, Lakey, Millville, Zumbro Falls and Dakota Village, Minn., on the Chicago, Milwaukee & St. Paul Railway; Rolling Stone, Bethany, Altura and Simpson on the Chicago Great Western Railroad, and Stockton, St. Charles, Dover, Elgin, Plainview and Chatfield on the Chicago & North-Western Railway. The Western Elevator Co. now owns and operates the largest line of elevators in the Northwest, with the single exception of the Peavey Co. of Minneapolis. The elevators con-

trolled by the company are located in Minnesota, Wisconsin, Iowa and the Dakotas and are 225 in number. Possession of the line bought from the American Malting Co. was secured May 1. These elevators are located in the heart of a barley territory and were used almost exclusively for that cereal by the malting company. They will be used to handle all kinds of grain by the new ownership. In addition to this acquisition by the Western Elevator Co. it has been stated that a number of new houses will be erected by the company along the new line of the Great Northern Railway between Sioux City, Iowa, and Ashland, Neb., to connect the Burlington and Great Northern roads, and that a terminal elevator may be built at Sioux City. These rumors are, however, denied by the company.

THE DAKOTAS.

A new elevator is being erected at Kulm, N. D. The Atlas Elevator Co. is building a lumber shed at Lebanon, S. D.

J. W. Lahart has secured a site at Goodrich, N. D., and will build an elevator.

The Peavey Elevator Co. has remodeled and painted its elevator at Farmer, S. D.

The Peavey Elevator Company has built a new office near its elevator in Montrose, S. D.

John Burgan has sold his elevator and grain business at Milbank, S. D., to Sullivan Bros.

The Mandan Mercantile Co. of Mandan, N. D., will build an elevator at Manvel, that state.

The New Hope Grain Co. has been incorporated at Sioux Falls, S. D., with a capital of \$10,000.

The Farmers' Elevator Co. of Corona, S. D., has been granted a site and will build an elevator.

Don Livingston of Watertown, S. D., will build a 15,000-bushel grain elevator at Appleby, S. D.

The St. Anthony & Dakota Elevator Co. has closed its house at Milton, N. D., for the summer.

The Atlantic Elevator Co. is building a 30,000-bushel elevator on the Soo right-of-way at Ardoch, N. D.

The Enderlin Elevator Co. of Enderlin, N. D., has changed its corporate name to Enderlin Investment Co.

The Emerado Farmers' Elevator Co. of Emerado, N. D., capitalized at \$50,000, has been granted a charter.

The burned elevator of G. W. Van Dusen & Co. at De Smet, S. D., will be rebuilt in time for the coming crop.

A site has been granted for the erection of the proposed 50,000-bushel Farmers' Elevator at Valley City, N. D.

G. E. Iryes of Minot, N. D., will build five or six new elevators along the new Soo branch east of Kenmare, N. D.

A. L. and T. A. Miller will build a 35,000-bushel elevator at St. Thomas, N. D., to replace the one burned last March.

The contract for building the Farmers' Elevator at Great Bend, N. D., has been let and work will soon be commenced.

P. D. Kniss of Souris, N. D., will build an elevator in one of the new towns in Bottineau County this summer.

The Farmers' Elevator Co. of Humboldt, S. D., has been incorporated with a capital of \$6,200. An elevator will be built.

The National Elevator Co. is rebuilding its elevator at Rolla, N. D., which was destroyed by fire the latter part of February.

The Grain Producers' Elevator Co., a co-operative organization, has been incorporated at Lakota, N. D., with a capital of \$50,000.

A stock company of farmers is in process of formation at Canova, S. D., for the purpose of building and operating an elevator.

The Osborne-McMillan Elevator Co. will erect about twenty-five new elevators along the line of the Soo extension in North Dakota.

The contract for the erection of a new 25,000-bushel elevator in connection with the Armour Roller Mills at Armour, S. D., has been let.

Neil Thompson has bought a one-half interest in the elevator and grain business of French & Son at Cavalier, N. D., William French retiring.

George H. Shanard of Bridgewater, S. D., has purchased the Meier Elevator at Lennox, S. D. This makes eight elevators owned by Mr. Shanard.

The old elevator of the Atlas Elevator Co. at Brookings, S. D., is being torn down and a new and modern one will be erected on the same site.

The farmers and business men of Canton, S. D., have organized a company to handle grain and produce. It will have a capital stock of \$20,000 and will do business as the Farmers' Elevator

Company of Canton. Negotiations for the purchase of the Canton Grain Co.'s elevator are now in progress.

It is said that six elevators will be built in the new town of Munich, N. D., on the Great Northern. The new line of the Soo road will touch Munich also.

A Grand Forks, N. D., dispatch states that J. D. Gruber will erect eight elevators on the main line of the Northern Pacific in the western part of that state.

The Younglove Construction Co. of Mason City, Iowa, has closed a contract with C. W. Thompson of Parker, S. D., to rebuild his elevator at that place.

The Robinson Elevator at Anamoose, N. D., and other houses on the Soo owned by the same parties have been purchased by the Cargill-Robb Elevator Co.

The Consolidated Elevator Co. has sold its elevator at Forest River, N. D., to the Atlantic Elevator Co., who will move it to a new site on the Soo road.

The Mandan Mercantile Co. will shortly begin the erection of a modern grain elevator at Glen Ullin, N. D., to replace the one destroyed by fire last winter.

The Eagle Roller Mill Co. of New Ulm, Minn., is planning the erection of several new elevators in South Dakota this season to be used as feeders for the mills.

A farmers' organization has been formed at Penn., N. D., to build and operate a co-operative grain elevator. A site on the Great Northern has been secured.

A farmers' elevator will be erected at Granville, N. D., by a company organized for that purpose. R. L. Richardson is at the head of the co-operative movement at that place.

Westfall & Durbin of Langdon, N. D., have secured elevator sites at four of the new towns on the Great Northern extension and will erect elevators as soon as sidings have been built.

The Ostroot Elevator at Garden City, S. D., is closed and will not be reopened until the new crop is on the market. The old engine and feed mill have been sold and a new engine will be installed and other improvements made before the house is reopened.

A. A. Truax of Mitchell, S. D., has purchased nine elevators from the Sioux City Grain Co. The houses are located in Iowa and South Dakota. At the time of the dissolution of the firm of Truax & Betts Mr. Truax secured twelve of the twenty-four houses operated by that firm. The nine just purchased gives him a line of twenty-one elevators. It is said he will also buy a few more.

The Moody County Grain Co. is the style of the new farmers' organization at Egan, S. D. J. A. Oakes is president and E. M. Culver, secretary. The contract for a 42,000-bushel elevator, to be completed July 1, has been awarded to L. O. Hickok of Minneapolis. It will cost \$3,700. The erection of this house will make a total of five elevators at Egan, two of them being owned by farmers' organizations.

IOWA.

Max Harbeck will build an elevator and feed mill in Davenport, Iowa.

B. Held has purchased E. D. Voorhees' grain business at Ackley, Iowa.

The Farmers' Elevator Co. of Moorland, Iowa, will erect an elevator.

C. Reed's elevator at Guthrie Center, Iowa, has been bought by G. J. Maris.

A co-operative company has been formed at Manson, Iowa, to build an elevator.

The Galva Union Elevator Co. of Galva, Iowa, has increased its capital stock to \$25,000.

Business men and farmers of Somers, Iowa, have organized a stock company to build an elevator.

At Alvord, Iowa, the Farmers' Elevator Company of Alvord has been chartered with a capital of \$10,000.

G. W. Black & Co. have sold their elevator at Gilmore City, Iowa, to the Gilmore Grain and Elevator Co.

J. K. Taylor is reported to have disposed of his interest in the grain business of Cornelison & Taylor at Adel, Iowa.

W. V. Crasper is president and J. L. James secretary of the Farmers' Co-operative Association organized at Thornton, Iowa.

The Tiedman Elevator Co. has sold its elevator at Mallard, Iowa, to the recently organized Farmers' Elevator Co. for \$5,250.

A committee is soliciting subscriptions for the erection of a farmers' elevator at Sloan, Iowa. Four thousand dollars of the \$15,000 desired for

incorporation has been subscribed. John P. Olson is one of the leaders in the enterprise.

Knudson & Dewey succeed J. E. Knudson & Son in the grain business at Milford, Iowa.

The Rothschild Grain Co. has been making some repairs to its elevator at McCausland, Iowa.

Hans Bremer of Merville, Iowa, is said to have bought an elevator at Lawton, that state, owned by the Trans-Mississippi Grain Co.

The Farmers' Elevator Co. of Collins Crossing, Iowa, has been granted a charter. J. M. Cooper and A. L. Reagan are interested parties.

Sumner White, formerly of Knox City, Mo., has taken possession of the elevator at Greenfield, Iowa, recently purchased from W. H. Fluke.

J. E. Miller of Greene, Iowa, has purchased Hoffman Bros.' elevator at Walker, Iowa, and will operate it in connection with his other houses.

A farmers' elevator company is being organized at Barnum, Iowa. About \$8,000 has already been subscribed toward the erection of an elevator.

The Farmers' Elevator Co. of Lake Park, Iowa, has purchased the elevator and coal sheds at that place from the Lake Park Grain and Lumber Co.

The Farmers' Elevator Co. of Kingsley, Iowa, has incorporated with a capital of \$5,000. D. D. Kindig is president and George Evans secretary.

It is expected that the new elevator now being erected at Burt, Iowa, for the Burt Farmers' Exchange will be completed by the middle of June.

Edward Smith will rebuild his elevator at Wellman, Iowa, which was burned April 18. The new house will be larger and more modern than the old one.

The Wheeler Grain and Coal Co. of Laurens, Iowa, has purchased the Chicago Grain Co.'s elevator at Manson, Iowa, and will take possession June 1.

The new Farmers Co-operative Grain and Lumber Co. of Dows, Iowa, is capitalized at \$5,000. Officers and directors have been chosen. A. A. Bangs is secretary.

A farmers' organization has been formed at Holmes, Iowa, to erect an elevator as soon as a site is secured. J. E. Richardson is president and W. Johnson secretary.

Work on the new elevator and malting plant of the Bosch-Ryan Grain Co. at Cedar Rapids, Iowa, has been commenced. The new plant will be much larger in every respect than the one burned last February.

A company is being organized at Slater, Iowa, to engage in the grain and live stock business on the co-operative principle. The promoters plan to buy one of the local elevators, and in the event of being unable to do so will build one.

OHIO, INDIANA AND MICHIGAN.

William Assendrup will erect an elevator near Dunnington, Ind.

A new elevator will be built at Fayette, Mich., by a stock company.

A. W. Dwell will build a grain and bean elevator at Grass Lake, Mich.

M. A. Current, formerly of Homer, Ill., has bought a grain elevator near Attica, Ind.

George H. Crawford is reported to have sold his grain and hay business at Mendon, Mich.

The Caro Elevator Co. of Caro, Mich., has filed articles of association. It is capitalized at \$12,000.

The Berkey Elevator Co. of Berkey, Ohio, has installed an additional set of scales to handle its increasing business.

The E. A. Grubbs Grain Co. is erecting a new elevator at Cambridge City, Ind., to replace the one burned last fall.

E. B. Lee has purchased the interest of his partner, H. W. Porter, in the elevator of Lee & Porter at Jasper, Mich.

Harry H. Hill, formerly of the Metzger-Hill Grain Co., has purchased an interest in the Southern Grain Co. of Cincinnati, Ohio.

Eaton, Bliss & Bartholomew, dealers in hay, grain, wood, coal, produce, etc., at Romeo, Mich., are succeeded by Bliss & Bartholomew.

A switch track will be built by the Evansville Belt Railroad to the site of Igleheart Bros.' new elevator and flour mill in Evansville, Ind.

W. R. Sterrett, who has been engaged in the grain, coal and implement business at Cedarville, Ohio, for a number of years, has sold his elevator, office and business to Kerr & Hastings Bros.

The Watson & Frost Co. has been chartered at Grand Rapids, Mich., to deal in grain, fuel, feed, etc. The stockholders and their holdings are as follows: John A. Higgins, \$4,000; William C. Mounteer, \$4,000; Frank F. Watson, \$2,000; Mar-

cus A. Frost, \$2,000. The company is capitalized at \$15,000 and succeeds the firm of Watson & Frost.

F. C. Baluss has sold his grain elevator at Blissfield, Mich., and accepted a position as civil engineer with the Chicago & North-Western Railway.

William Kelsey has disposed of his interest in the Hedrick Grain, Coke and Coal Co. at Hedrick, Ind., and accepted a position with the Big Four road.

Parties from Cass City, Mich., will erect an elevator in Leonard, Mich., to cost \$10,000. It is to be completed by the time the new crop is ready for market.

The Borden & Selleck Co., Cleveland, Ohio, has just sold an 800-bushel Howe Ball-Bearing Hopper Scale to the Woodburn Elevator and Milling Co. of Woodburn, Ind.

C. E. Carpenter is building a new grain elevator at Schoolcraft, Mich., on the site of the one burned two or three years ago. It will be located on the Grand Trunk right-of-way.

The Goodrich Bros.' Hay and Grain Co. of Winchester, Ind., will erect a new 30,000-bushel elevator in that city. The site chosen is on the Big Four and the G. R. & I. railways.

T. J. Bloom & Son are building a new grain elevator near their flour mill at Greenville, Ohio. A sidetrack will be built from the Panhandle Railway to furnish shipping facilities.

The Borden & Selleck Co., Cleveland, Ohio, has secured an order for a 500-bushel Howe Hopper Scale, with leveling attachment, to be installed in George W. Wagoner's new elevator at Toledo, Ohio.

Igleheart Bros. of Evansville, Ind., have placed an order with the Richardson Scale Co. of New York for an automatic scale to handle 750 bushels of grain an hour. It will be installed in the new Igleheart Mill.

Witherspoon & Barr have placed the contract with the Burrell Engineering & Construction Co. for a 50,000-bushel grain elevator at Princeton, Ind. Work was commenced May 15 and it will be completed in 45 days.

The Toledo, St. Louis & Western Railroad will build a grain elevator, roundhouse and ice plant on the property recently acquired at Decatur, Ind. The elevator and ice plant will be used by both the Clover Leaf and Erie railroads.

Peter Teegarden of Woodington, Ohio, and W. L. Skinner of Dunkirk, Ind., have leased George W. Poling's elevator at Ansonia, Ohio, for a term of five years and took possession May 1. The firm of Teegarden & Skinner operates an elevator at Dunkirk.

The Carr Milling Co. of Hamilton, Ohio, will erect a concrete grain storage bin 140x50 feet and four stories high with a capacity of 50,000 bushels. The company also contemplates the erection of a large steel elevator on the site of the present elevator.

The Isbell-Brown Co. has been incorporated at Lansing, Mich., with a capital of \$16,000, to deal in grain, seeds, beans, etc. James N. Isbell and F. C. Badgley of Jackson, Mich., and B. G. Brown of Springport, Mich., are the incorporators. An elevator will be built at Lansing.

A stock company has been organized at Fayette, Ohio, and will build an elevator on the Toledo & Western right-of-way. The company is composed of local business men and farmers. Work on the building will soon be commenced and it is expected to be ready for use by the time the new crop is on the market.

Louis C. S. Summitt, ex-sheriff of Knox County, Ind., and Herman F. Piel, ex-deputy sheriff, have purchased the Union Elevator at Vincennes, Ind., from the heirs of the Thurgood Estate. The consideration was \$5,000. The new owners will operate the elevator and conduct a coal yard and feed store in connection.

The Valparaiso Grain and Elevator Co. of Valparaiso, Ind., capitalized at \$15,000, has been licensed to do business in Ohio, where half of its capital will be used. This company has taken over the business at Bucyrus, Ohio, heretofore conducted by the Crawford County Elevator Co., and that corporation has been dissolved.

F. A. Jenkins will make a number of important improvements to his elevator in Norwalk, Ohio. A cupola, twenty feet square and twenty feet high, will be built on top of the building, new 500-bushel hopper scales will be installed and a new six-ton, 22-foot wagon scale will be put in to be used in connection with the present wagon scale.

Harry W. Kress, president and general manager of the Harry W. Kress Grain Co. of Middletown and Heno, Ohio, has sold his interest in the business to Frank Schmitt of Cincinnati, Ohio, a stockholder of the company. Mr. Schmitt has removed

to Middletown and taken personal charge of the business. Robert Coddington, who was with the old management, continues with Mr. Schmitt. It is stated that Mr. Kress will locate in Chicago, where he has business interests.

A. B. Cohee & Co. of Frankfort, Ind., have purchased H. C. Clark's elevator at Lebanon, Ind., and J. W. Witt's elevator at Whitestown, Ind. Cohee & Co. also own elevators at Cutler, Bringhurst and Hillsboro, Ind. Mr. Clark will continue in the grain business, as he owns other elevator properties, one of them being at Hazelrigg, Ind. After selling his elevator at Whitestown to Cohee & Co. Mr. Witt bought A. D. Morris & Son's elevator in Lebanon, Ind. This will give him two elevators at that point, as he is building a new elevator and feed mill on the site of the old Globe Mills in Lebanon.

Cincinnati, Ohio, advices of May 6 state that the officials of the Pennsylvania Railroad have under consideration the erection of a large grain elevator in the East End. The capacity of the proposed house is said to be about 150,000 bushels. The project is being considered in conjunction with the scheme for truck elevation and terminals, and it is also contingent upon securing from the city certain street connection tracks. The road is at present somewhat handicapped in handling of this class of business, and the officials have given assurances to some of the leading grain merchants that they will be taken care of within the next year, if possible.

MISSOURI, KANSAS AND NEBRASKA.

A new elevator is being built at Dunavant, Kan. Wetherald Bros. are building an elevator at Hebron, Neb.

The Loomis Milling Co.'s new elevator at Loomis, Neb., is completed.

Blythe & Patton's new elevator at Blue Springs, Neb., is nearly completed.

The new elevator at the Bruning Roller Mills in Bruning, Neb., is completed.

R. H. Nunn has sold his grain business at Conway Springs, Kan., to C. C. Smith.

A farmers' organization has been formed at Bartley, Neb., to build an elevator.

Frank Short has succeeded Short & Allison in the grain business at Wamego, Kan.

The Farmers' Elevator Co. of Clarksville is building an elevator at Kissinger, Mo.

A 15,000-bushel elevator is being erected at Kanona, Kan., by the Benton-Peck Grain Co.

The Central Granaries Co. has installed a new gasoline engine in its elevator at Wilsonville, Neb.

Edward Traylor of Greensburg, Kan., is building an elevator at Brenham, Kan., on the Rock Island road.

The Pawnee Grain and Supply Co. has been incorporated at Larned, Kan., with a capital of \$40,000.

The Farmers' Grain Co. of Pleasanton, Neb., has about \$6,000 subscribed and will erect or purchase an elevator.

The Barnett & Record Co. has the contract for rebuilding the burned Harroun Elevator at Harlem, Kansas City, Mo.

C. O. Shannon has sold his elevators at McLean and Osmond, Neb., to Louis E. Mann of Randolph, that state, for \$10,000.

The Terwilliger & Dwight Elevator Co. has torn down its old elevator at Dixon, Neb., and is erecting a new one on the same site.

The Grant W. Kenney Grain Co. of Kansas City, Mo., will rebuild its Argentine Elevator at Argentine, Kan., which burned April 20.

The Farmers' Elevator Co. of Virginia, Neb., has succeeded in having a sidetrack built to its elevator from the Missouri Pacific Railway.

Two new elevators are in prospect at Dexter, Kan. One is to be built by L. C. Adams of Cedarvale, Kan., and the other by Arkansas City parties.

The Farmers' Co-operative Association of Gothenburg, Neb., has been incorporated with a capital stock of \$7,000 to handle grain and live stock.

Bryson & Miller are preparing to erect a mill and elevator at Adams, Neb. A bonus of \$2,000 is being raised by the business men to pay for building a sidetrack to the site.

The Potosi Mill and Elevator Co., capitalized at \$18,000, has been chartered at Potosi, Mo. The incorporators include J. N. Towl, Edmund Casey, James Long and John F. Evans.

J. C. Robb & H. Bort of Kingfisher, Okla., have secured a site in Wichita, Kan., and will at once erect a 75,000-bushel elevator. It will consist of a working house with steel tanks for grain storage and will cost about \$30,000. Arrangements

have been made for securing proper railroad shipping facilities. The new house will be so arranged that more storage tanks can be added when required.

Butterfield & Co. are building an addition to their elevator at Table Rock, Neb., of the same size as the present structure. Cleaning and feed mill machinery will be installed.

The Eagle Milling Co. of Newton, Kan., will increase its storage capacity to about 200,000 bushels by the erection of a 30,000-bushel steel storage tank. The contract has been let.

The John F. Myers Milling Co. of St. Louis and Springfield, Mo., has purchased a site at Monett, Mo., and will at once erect a large grain elevator. The plant will cost about \$35,000.

The Auxvasse Milling Co. of Auxvasse, Mo., will add to its storage capacity by the erection of a steel storage tank and elevator for wheat. Some new machinery will also be installed in the mill.

The new 15,000-bushel elevator at Ada, Kan., is to be completed by July 10. It will be operated by Hoffman & Son of Enterprise. A number of farmers around Ada have subscribed stock in the new elevator.

The Hoyt & Miller Grain Co. has been incorporated at Kansas City, Mo., with a capital of \$30,000, all paid. R. B. Miller of Clyde, Kan., J. E. Miller of Cleveland, Okla., C. W. Hoyt and M. S. Hoyt are the incorporators.

George E. Ott has dismantled his old feed mill at Lebo, Kan., and let the contract for the erection of a modern grain elevator and feed mill. The main building will be 28x34 feet and 44 feet high with a boiler room 22x34 feet adjoining.

A large steel storage tank and a grain warehouse will be built at Monett, Mo., by the R. C. Stone Milling Co. of Springfield, that state. The contract has been let and work will be commenced at once. The tank will be 55 feet high and the warehouse 20x45 feet. They will cost about \$15,000.

Construction work has been commenced on the new 250,000-bushel elevator which is being built in Harlem, Mo., for the Wabash Railroad. It will cost \$40,000 and will be completed about July 1. Arrangements will be made whereby the capacity can be increased later by the addition of steel or concrete tanks.

The William Krotter Co. has been incorporated at Stuart, Neb., with a paid-up capital of \$200,000 to deal in grain and lumber. The incorporators are William, M. A. and G. C. Krotter of Stuart, and H. A. Hall of Long Pine, Neb. The company will operate elevators and lumber yards at Stuart and other Nebraska points.

It is announced that the new grain elevator of the Chicago, Rock Island & Pacific Railroad at Armourdale (Kansas City), Kan., will be completed by the middle of June. It will be operated by the J. Rosenbaum Grain Co. The elevator is of steel and concrete construction and is being built by the MacDonald Engineering Co. of Chicago.

The Farmers' Shipping Association of Athol, Kan., through C. A. Borgman, has filed a complaint with the State Board of Railroad Commissioners asking that the Rock Island Railway be compelled to give the Association an elevator site at Athol. The farmers' organization has been doing a 'scoop shovel' business for several months.

The 1,000,000-bushel grain elevator which the Atchison, Topeka & Santa Fe Railway Co. is building in its new Argentine yards near Kansas City, Kan., will be finished in time to take care of this year's grain crop, according to the announcement recently made by W. B. Storey Jr., chief engineer of the railroad. The elevator will cost about \$300,000.

The South Park Elevator Co.'s new elevator at St. Joseph, Mo., which was recently badly damaged by a heavy windstorm, is being repaired by the contractors, the Younglove & Boggess Co. It is said that the damage of about \$4,000 is covered by insurance. At the time of the storm the elevator was practically completed and would have been opened to receive grain about June 1. The work will be delayed about four weeks as a result of the damage done by the wind.

M. C. Peters is at the head of the new Lucern Products Co. of Omaha, Neb., which will erect a plant for the manufacture of food for live stock and poultry. The principal product of the plant, which will have a capacity of about 120,000 pounds of feed a day, will be a new "sugar feed" invented by Mr. Peters. This product will consist of ground alfalfa mixed with molasses, ground corn, oats and barley. Other products from corn, oats and barley will also be manufactured. A site for the proposed plant has been purchased in South Omaha and plans for the buildings have been prepared. The buildings will occupy a tract of ground 700x300 feet and will be equipped with

modern machinery. The completed plant will represent an investment of between \$50,000 and \$75,000 and about twenty men will be employed.

The Crowell Lumber and Grain Co. of Blair, Neb., has purchased an elevator site between Thirteenth and Fourteenth streets in Omaha, Neb., and will erect a large elevator. The tract purchased contains three acres and has a frontage of 400 feet along the Illinois Central tracks and 495 feet along the tracks of the Chicago, St. Paul, Minneapolis & Omaha road. The Crowell Lumber and Grain Co. has a terminal elevator at Blair and a line of elevators along the North-Western road in Northern Nebraska. Work on the new elevator in Omaha will shortly be commenced.

The Crystal Springs Ice Co. of Kansas City, Kan., and the firm of Shores & Jennings, dealers in feed and fuel, have been consolidated, the new corporation to be known as the Crystal Springs Ice, Grain and Fuel Co. The capital stock is \$100,000 and the officers are: A. H. Jennings, president; Harry Jennings, treasurer, and W. V. McConn, secretary. The company will spend about \$40,000 in improvements. A 100,000-bushel elevator will be built at a cost of about \$30,000 and a new warehouse to hold 100 carloads of hay will be erected. The ice plant will also be enlarged.

Construction work in the new Maple Leaf Elevator of the Chicago Great Western Railway Co. in Kansas City, Kan., has been commenced. The contractors are the Barnett & Record Co. of Minneapolis. It will have a capacity of 600,000 bushels. The elevator will be practically fireproof and will cost about \$200,000. The main building will be 50x60 feet and 150 feet high and rest on a concrete foundation and will be of steel construction. The power plant used to operate the burned elevator was saved at the time of the fire and will be used to operate the new house. In addition to the main building or working house, fourteen tile storage tanks, each 21 feet in diameter and 80 feet high, will be built. The new elevator will be completed about October 1.

SOUTHERN AND SOUTHWESTERN.

Ground has been broken at Piedmont, Okla., for the erection of a new elevator.

Epstein Bros. Co. of New Orleans, La., is said to want oat clipping machinery.

A steel tank elevator is being built at the Mt. Pleasant Mills in Mt. Pleasant, Tenn.

The Cookeville Roller Mill Co. of Cookeville, Tenn., will build a 30,000-bushel elevator.

The farmers' organization at Yukon, Okla., has purchased and is now operating an elevator there.

A farmers' elevator will be built at El Reno, Okla., by a company just organized for that purpose.

The Farmers' Union Elevator Co. of Iowa Park, Texas, will build a 30,000-bushel elevator at that place.

Tatum & Journey, proprietors of the Forked Deer Roller Mills at Trenton, Tenn., will erect a large elevator.

The Dazey-Moore Grain Co. is erecting a 30,000-bushel elevator in Fort Worth, Texas, at a cost of about \$15,000.

Frank Smith and others of Adairville, Ky., will build a 15,000-bushel elevator in time for the coming wheat crop.

O. W. Hutchison has made arrangements to increase the capacity of his elevator at Hunter, Okla., to 25,000 bushels.

The Weatherford Milling Co. of Weatherford, Okla., has torn down its elevator at Parkersburg and will rebuild it at Indianapolis, Okla.

The Capital Grain Co. of Nashville, Tenn., has ordered an automatic scale to weigh cob meal from the Richardson Scale Co. of New York.

The Celina Mill and Elevator Co. is making extensive improvements to its plant at Celina, Texas. The capital stock of the company has been increased from \$50,000 to \$65,000.

The Texas Grain and Milling Co. of Dallas, Texas, has been granted a charter. The capital stock is \$25,000 and the incorporators are J. C. and J. P. Wylie and W. A. McCullough.

The Robb-Bort Grain Co. has been incorporated at Kingfisher, Okla., with a capital of \$25,000. The incorporators are: William F., John F. and Milo C. Bort, W. W. Noffsinger and Sallie B. Robb.

The Oklahoma City Mill and Elevator Co. of Oklahoma City, Okla., has let the contract for the erection of its new steel storage elevator. It will be 160 feet high and will cost about \$60,000.

The Paul Bean Grain Co. of Howe and Dorchester, Texas, has been incorporated with a paid-up capital of \$40,000. The officers are: President, A. A. Fielder; first vice-president, W. H. Baxter; second vice-president and manager, Paul W. Bean;

secretary-treasurer, Lee Brooks. The new corporation will enlarge the elevators and warehouses at Howe and Dorchester, formerly operated by Mr. Bean, and will do a general grain business.

The Clark Milling Co. of Augusta, Ga., has commissioned the Richardson Scale Co. of New York to furnish one of its special automatic scales to weigh 1,000 bushels of grain an hour from cars.

The National Rice Milling Co. of New Orleans, La., has been granted a building permit for the erection of its 250,000-bushel rice elevator in that city. It will be of frame construction and will cost \$51,000.

James Stewart & Co. of Chicago have the contract for a 300,000-bushel elevator for the Washburn-Crosby Co. at Louisville, Ky. It will be operated in connection with the company's flour mill in that city.

The Ashland Milling Co. of Ashland, Ky., is building a 30,000-bushel elevator in connection with its mill. A 75-horsepower gasoline engine will run it. The Burrell Engineering & Construction Co. had the contract.

A company of McKinney, Texas, capitalists will rebuild the Sanger Elevator at North Fort Worth, Texas, which was burned early in February. The new house will have a capacity of 40,000 bushels and will cost \$25,000.

The Cox-Campbell Grain Co. of Fort Worth, Texas, has been incorporated with a capital of \$10,000, to do a general grain business. J. A. Cox, Roy Campbell, T. N. Smith and J. B. McFarland are the incorporators.

The Dixon Springs Mill and Grain Co. of Dixon Springs, Tenn., has filed articles of incorporation with a capital of \$8,000. The incorporators are: Paul Johnson, P. Beasley, H. B. Wright, J. D. Allen and S. M. Young.

The Liberty Mills of Nashville, Tenn., are installing the double system of weighing and have placed an order with the Richardson Scale Co. of New York for an automatic scale with a capacity of 7,000 bushels an hour.

McCristy & Trease, millers of Enid, Okla., have purchased the six elevators on the line of the A. V. & W. Railway, owned by Goltry & Sons of Enid. The milling firm also expects to buy the Frisco Grain Co.'s house at Carmen, Okla.

The grain firm of McFarland & Stauffacher of Braman, Okla., has purchased the Vilott-Ferguson Grain Co.'s elevator properties at Blackwell and Tyron, Okla. Charles McFarland will have personal charge of the business at Blackwell.

The Southwestern Mill and Elevator Co. has been chartered at Watonga, Okla., with a capital of \$25,000. A. W. Sundeland, M. Orendorff and R. A. Montgomery of Watonga, and John Myers and P. M. English of Enid, Okla., are the incorporators.

The Canadian County Mill and Elevator Co. of El Reno, Okla., is building new elevators at Richland and Smithton, Okla., on the St. Louis road, at Calumet and Sandercook on the Choctaw, and at El Reno on the El Reno & Western road. Sandercook is a new siding about five miles west of Calumet, Okla.

J. T. Harahan, vice-president of the Illinois Central Railroad Co., has let the contract for rebuilding Elevator D at the Stuyvesant Docks in New Orleans to the same firm that received the contract for Elevator E. The new Elevator D will have a capacity of 1,500,000 bushels and will be modern in construction and equipment.

The Whaley Mill and Elevator Co. of Ardmore, I. T., will erect a large grain elevator near its present one at that place. The new house will increase the storage capacity of the plant to about 100,000 bushels. It will be located adjoining the Choctaw tracks and will be constructed on the same lines as the old building. Construction work will commence at once and the new elevator will be ready for use by the time the new wheat crop is on the market. The company will also enlarge its mill building and materially increase the capacity.

The Nashville Warehouse and Elevator Co. of Nashville, Tenn., has contracted with the MacDonald Engineering Co., of Chicago, for the erection of a fireproof grain elevator, 250,000 bushels' capacity, to be built on the company's property at Nashville. The building is to be entirely of re-enforced concrete, divided into fifty-four separate storage bins, ranging in capacity from 1,000 to 6,000 bushels each. There will be no combustible materials in the building or machinery excepting the belting. The new structure will be built adjacent to the company's present wooden elevator, which will be overhauled and equipped with the latest and most efficient apparatus for unloading, storing, cleaning, drying, elevating and shipping grain. The receiving capacity of the plant, when completed, will be 100 cars a day. It is to be in operation to handle

the present crop about the middle of July and will be completely finished by the first of August. This is the first instance of the use of concrete for the building of a grain storage elevator in the South and is creating much interest among the grain trade.

The partnership heretofore existing between Harry T. Fowler and Leavenworth Fowler, carrying on the business of grain merchants at Kansas City, Mo., Paola, Kan., Shreveport, La., and Texarkana, Ark., under the firm name and style of the Fowler Commission Co., has been dissolved by mutual consent. Harry T. Fowler will continue the business at Kansas City and Paola under the old name and Leavenworth Fowler will carry on the business at Shreveport and Texarkana under his own name.

The Knoxville City Mills Co. has made arrangements for the erection of a large grain warehouse near its plant at Center Street and Depot Avenue, Knoxville, Tenn. The foundation is now being laid. The new building will be 220 feet long and two stories high and will be built of brick and stone. Storage room for several hundred thousand bushels of grain will be provided. The Knoxville City Mills Co. now has a large grain elevator, which has been in use for several years, but an addition to the plant costing more than \$100,000 last year has almost doubled the capacity and working force, so additional facilities for grain storage were deemed necessary.

EASTERN.

W. E. Wheelock is building an addition to his grain store at Quinebaug, Conn.

The Ireland Bros. Co.'s new elevator and mill at Corinna, Me., are now in operation.

Messrs. Cornwall of Portland will engage in the grain business at Middletown, Conn.

George Clark has sold his grain business at South Hanson, Mass., to S. E. Ford.

Henry M. Leonard has leased a building in Scotts, N. H., and will open a grain store.

E. H. Lothrop & Sons have sold their grain business in West Bridgewater, Mass., to James E. Beless of Newton Center, Mass.

E. E. Birdsall, a dealer in hay, feed, fuel, etc., at Mineola, N. Y., has completed an elevator adjoining his warehouse at that place.

The Eastern Stock and Grain Co. of Pittsburg, Pa., has been chartered under Delaware laws at Dover, that state, with a capital of \$100,000.

George H. Bancroft has purchased the grain and grocery business at Lynnfield Center, Mass., formerly conducted by his father, Joseph T. Bancroft.

H. F. Jacobs has sold his interest in the flour, feed and grain business at Colebrook, N. H., to his partner, Frank Cook, and the latter's son-in-law, Durward Hapgood.

The William K. Voorhees Grain Co. of Brooklyn, N. Y., has been chartered with a capital stock of \$75,000. The directors are Frank S., William K. and Alfred M. Voorhees, all of Brooklyn.

G. H. Rodebaugh, a grain and feed merchant of Buffalo, N. Y., has purchased a controlling interest in the Niagara Mill and Elevator Co. at Buffalo. The plant consists of a feed mill and a transfer elevator.

The J. E. Stevenson Co. has been incorporated with a capital of \$50,000 to deal in hay, grain, feed and fuel at East Trenton, N. J. Joseph E. Stevenson, James D. Hall and Mary C. Brearley are the incorporators.

The Holmes, Keeler & Selleck Co. is erecting a grain elevator at Norwalk, Conn. It will be of frame construction, 48x60 feet, three stories high with a cupola. The machinery will be operated by electrical power.

The Ambler & Hobart Co. has been chartered under Massachusetts laws to deal in grain, etc. The capital stock is \$50,000 and the officers are: President, Chas. E. Tarbox, East Braintree, Mass.; treasurer, Charles K. Farrington, Boston.

W. Sanforth Vanderzee will erect a 15,000-bushel grain elevator on Fourth Avenue, Albany, N. Y. Mr. Vanderzee has leased a site from the railroad company for a term of twenty-five years and will begin work as soon as the plans are approved.

A charter has been granted to the Central Hay and Grain Warehouse Co. of Jersey City, N. J., capitalized at \$10,000. The incorporators are: Abraham G. Lansing, New York City; Jonathan Hawkins, East Orange, N. J.; Raymond E. Alexander, Winfield Junction, N. Y.

The old Ontario Elevator on Erie Street in Buffalo, N. Y., is being torn down, and as soon as the ground is cleared a new steel elevator will be erected on the site. The new house will be erected by Albert J. Wheeler, who owned the old one which collapsed some months ago. Owing

to a difference of opinion as to the cause of the collapse of the old structure the settlement of the insurance, something like \$110,000, is still held up. The new elevator will be thoroughly modern and will cover an area of about 100x200 feet, fronting the Evans Slip.

The Upton Co. of Rochester, N. Y., a consolidation of the Upton interests, has been chartered with a capital stock of \$500,000. The company is authorized to deal in lumber, grain, farm produce, etc. The directors are: Eli M. Upton and John A. Barhite of Rochester; A. T. Baldwin of Buffalo; John C. Henderson and Frank S. Upton of Charlotte; James Dowelle of Oswego, and Robert Lipstratt of Brooklyn.

The W. N. Potter Grain Co. will erect a two-story building at Gardner, Mass., to be used as a grain store and elevator. A site has been purchased and work will be commenced at once. Storage room for between 25,000 and 30,000 bushels of grain will be provided. The building will be ready for use by August 1. The Potter Grain Co. and W. N. Potter & Sons operate grain stores at eleven different places.

WESTERN.

G. O. Stoltz has engaged in the feed and grain business at Prosser, Wash.

M. V. Ingraham has purchased E. S. Cushman's grain, hay and feed business at Nampa, Idaho.

The Pacific Warehouse Co. will replace its present warehouse at Echo, Ore., with a new building, 40x200 feet in dimensions.

Rogge & Storp have sold their feed and grain business in Portland, Ore., to C. H. Lily & Co. of Seattle, Wash., giving possession May 1.

The recently chartered Imperial Grain and Milling Co. of Imperial, Cal., will erect warehouses at Calexico, Holtville and Imperial. They will each have a storage capacity of 45,000 sacks of grain.

The Enterprise Grain and Milling Co. has been chartered at Enterprise, Ore., with a capital of \$25,000, to do a general grain and milling business. J. E. and D. R. Murphy and Charles Wilkins are the incorporators.

The Big Bend Grain Co. has been incorporated at Odessa, Wash., and will erect a grain warehouse, 50x150 feet, on the G. N. right-of-way at that place. E. J. Kriegler, F. J. Guth and Samuel Mayer are the incorporators.

CANADIAN.

The Ogilvie Flour Mills Co. has opened an office and warehouse at Arcola, Assa.

The Canadian Pacific elevators at Owen Sound, Ont., have been repaired and strengthened. Elevator B has been reroofed and new stay rods have been placed in the bins.

The contract for the Collingwood Elevator Co.'s new elevator at Collingwood, Ont., has been awarded. It will be constructed of concrete and equipped with modern machinery.

N. Bawlf, president of the Northern Elevator Co., has completed arrangements for the erection of the new 250,000-bushel elevator and 3,000-barrel flour mill which his company will build in Winnipeg, Man.

William Dow & Co., Ltd., Montreal, Que., have let the contract to the Barnett & Record Co., of Minneapolis, for the erection of a malt elevator. It will consist of six tile tanks of 150,000 bushels' capacity and a steel handling house.

At the annual meeting of the Goderich Elevator and Transit Co., Ltd., of Goderich, Ont., a dividend of 6 per cent, together with a bonus of 3 per cent, was declared. J. I. A. Hunt was elected president and the other officers and directors were re-elected.

According to recent advices from Winnipeg, Man., strong financial interests contemplate the formation of a company with a capital of \$10,000,000 to \$12,000,000 for the purpose of building from 300 to 500 elevators throughout the Canadian Northwest. It is understood, so the report states, that this company will be allied with the Ogilvie milling interests. It is also proposed to erect one or possibly two large flour mills in Great Britain, the whole to be under the management of F. W. Thompson, vice-president and managing director of the Ogilvie Flour Mills Co., Ltd.

The Canadian Pacific Railway Co. is now constructing a large yard about a mile from the recently completed Elevator B at Fort William to supply the new house with sufficient cars that it may be operated at its full handling capacity. Cars can be shunted from the new yard as rapidly as required. The new elevator is said to have the largest handling capacity of any on this continent. According to specifications the handling house is calculated to be able to take care of 38 cars of wheat for every working hour, and to keep this pace up for a twenty-four-hour day if necessary. At the same time it will load wheat into

vessels at the rate of 100,000 bushels per hour, or a total capacity of 138,000 bushels of wheat per hour.

The Kaleida Farmers' Elevator Co. has been incorporated at Kaleida, Man., with a capital stock of \$5,000.

It is reported that the new Grand Trunk Elevator at Windmill Point, Montreal, Que., will be completed and ready for use by the time the coming wheat crop is marketed.

The Canadian Pacific Railway Co. has ordered a steam turbine generator for the power plant at its Fort William elevators. This engine will be in addition to the two now installed there and will bring the total available power up to approximately 2,100 electrical horsepower, all of which will be utilized in the C. P. R. grain handling plant. The new machine will be what is known as a Westinghouse-Parsons turbo-generator and is to be manufactured by the Canadian Westinghouse Co. The mechanism of this engine is similar to the new turbine steamers, but instead of the shaft driving a propeller, it is directly connected to an electrical generator, and the electrical energy generated is wired to the different buildings where it may be needed. In power it is rated at 500 kilowatts or roughly 600 electrical horsepower, and as it will be running parallel with the two compound engines now in position will serve as a test of the relative efficiency of the turbine and the oscillating engine.

COMMISSION

L. S. Dickey is now with S. C. Love. Mr. Dickey has been with Kneeland, Clement & Curtis in the wheat pit on the Chicago Board of Trade.

Clarence Cole, who has been in charge of the grain shipping department of Requa Bros., Chicago, for the past two years, is now with the Merchants' Grain Co., 74 and 75 Board of Trade.

R. H. York & Co., grain and stock brokers of Cleveland, Ohio, assigned April 27, with liabilities aggregating \$40,000 and assets of \$10,000. The firm is one of the oldest in the Cleveland market.

Daniel P. Byrne & Co. of St. Louis will be represented at the meeting of the Grain Dealers' Association of Oklahoma and Indian Territory, to be held at Enid on May 17 and 18, by their Mr. R. K. McCord.

S. Blood & Co., a Milwaukee commission firm, are reported to have suspended. In Milwaukee it is stated that little was known of the firm, although the manager, H. E. Bauman, is said to have come from Chicago.

E. H. Prince, the Chicago broker who failed in February last, was expelled from the Board of Trade on May 9 on account of alleged bucket-shopping. At the time of his suspension Prince was doing a big business and operating 44 outside offices.

The Rogers Grain Co. has transferred the greater part of its Bloomington, Ill., business to the Chicago office. H. H. Newell, who has been in charge at Bloomington for about eight years, comes to Chicago. The company will maintain an office in the Livingston building at Bloomington, and will place a new man in charge.

A. H. Bennett, of the Bennett Commission Co., Topeka, Kan., has returned to that city with his family after a four months' trip along the gulf coast of Southern Texas and Old Mexico. Mr. Bennett has been suffering from some serious throat trouble and went South to seek relief. He reports considerable improvement during his absence.

R. M. Weaver, grain and stock commission, Pittsburgh, now occupies handsome new offices on the ground floor at 223 Diamond Street. The quarters were formally dedicated recently, at which time they were handsomely decorated with flowers. An orchestra rendered the musical program, and cigars and carnations were distributed among Mr. Weaver's guests.

To commemorate the fiftieth anniversary of the establishment of its business, the H. Poehler Co., grain commission, Minneapolis and Duluth, had struck a special souvenir coin in the form of a pendant, which was distributed to friends and customers, together with a letter briefly reviewing the career of the house. The souvenir is about the size of a silver half-dollar and on one side bears the following inscription: "H. Poehler Co., Minneapolis, Minn. Fiftieth anniversary, May 1, 1855—May 1, 1905." The reverse side shows a typical prairie schooner, bearing the date "1855," and below a modern locomotive with "1905" stamped on

the tender. This is decidedly apropos, showing, as it does, the changes that have taken place in the methods of transportation and other means of doing business since the time the Poehler company began business.

Walter Comstock, for a number of years in the grain commission business at Chicago, with a office on the ground floor of the Board of Trade building, retired from business on May 1 because of ill health. He will spend some time on his farms in Indiana and Michigan recuperating. Richard Sylvester, junior partner in the house, is taking a month's vacation before resuming business on the floor.

A number of Chicago commission houses changed locations on May 1. W. P. Anderson removed from 4 Sherman Street to larger quarters at 12 Sherman Street, Prindiville & Co. having vacated quarters there to move into the Gaff Building. T. D. O'Brien has taken the ground floor offices at 4 Sherman Street. A. J. White & Co. have taken the offices on the main floor of the Board of Trade Building vacated by Walter Comstock.

The Chicago commission house of Logan & Bryan was dissolved on May 1 by the retirement of Theron Logan, who gives up business because of ill health. The remaining partners, who will continue the business, are Benjamin R. Bryan, R. W. McKinnan and Henry Nicolay. Mr. Logan has amassed a comfortable fortune in the trade and expects to take a long rest. Other than this he has announced no plans for the future.

The firm of Hulburd, Warren & Chandler of Chicago, was organized on May 1 to take over the grain business in all its departments heretofore conducted by Hulburd, Warren & Co., R. G. Chandler & Co. and Wm. H. Noyes, and also to engage in the business of buying and selling stocks and bonds on commission. The members of the firm are Charles H. Hulburd, William S. Warren, Reuben G. Chandler, Oscar T. Hulburd, William H. Noyes, Charles Jay Northrup.

A corporation under the style of E. L. Rogers & Co., with a capital stock of \$100,000, has succeeded to the grain, hay and flour business of E. L. Rogers & Co. at Philadelphia. The officers are E. L. Rogers, president and general manager; Charles M. Rogers, vice-president and treasurer; Harry C. McIntyre, secretary, and N. P. Holland, manager of the hay department. These comprise the board of directors and are also the stockholders. The firm of E. L. Rogers & Co. was founded in 1863, and has been one of the most successful in the trade. The headquarters are at 358 Bourse Building.

CLIMATE AND CORN PRODUCTION.

"It is the temperature during the corn-growing months, rather than the average annual temperature, which influences corn production; climate influences the habit of growth of corn," said Prof. F. S. Johnston, in a lecture on "Corn Production," to the Dallas Commercial Club, Dallas, Texas. "The variations within any one of the five types seem to be correlated with the climatic conditions as indicated by the great variations in size and time of ripening in Southern, as compared with Northern, latitudes. The growing season for corn varies from 90 to 160 days, depending upon section.

"Varieties exist which are adapted to the different growing periods. It should be noted in the selection of varieties that, as you go north or south of a given latitude, the variety becomes one day later or one day earlier for each ten miles traveled, the elevation remaining the same. Care should therefore be exercised in the selection of new varieties to get them from the same latitudes. There is a probable relation existing between climate and existing varieties of corn. The variations as to size and maturity existed when the country was discovered, and it is a matter of common observation that the varieties of a given region tend to assume a common type. If flint corn is introduced into a region growing dent corn the introduced type tends to take on the characteristic of the other type, probably due to crossing or unconscious selection.

"Climate seems to have little or no effect on composition. There is, however, a very distinct relationship between rainfall and yield of corn. The yield does not depend merely upon total rainfall, for the growing months, but much depends upon the distribution. The rainfall of the middle months of the growing season is most important, and of these the rainfall during the month of approaching maturity is most important. The condition of rainfall which seems most suitable is that of heavy rain at considerable intervals."

Certain farmers near Oxford, Mich., are to plant experimental tracts in speltz this season.

THE EXCHANGES

A recent sale of a Chicago Board of Trade membership was made at \$3,050 net to the buyer.

Daniel J. Sully, of cotton fame, has posted his membership on the Chicago Board of Trade for transfer.

Walter Comstock has resigned from the board of directors of the Chicago Board of Trade because of ill health.

John Miller, president of the Duluth Board of Trade, has returned home after a protracted visit to California.

A membership in the Minneapolis Chamber of Commerce sold recently for \$4,000, which is the highest price paid this year and within \$150 of the record price.

The Legal Advice Committee of the Chicago Board of Trade has the application for reinstatement of A. G. McCampbell of Louisville, who was suspended sixteen years ago on charges of bucket-shopping.

The Memphis Merchants' Exchange has adopted the new hay and grain rules desired by the Memphis Grain and Hay Association. The new rules cover existing trade conditions better than did the old ones.

The fourteenth annual report of the directors of the Philadelphia Bourse, which was submitted to the shareholders at a meeting on May 9, covers the affairs of the organization for the year ended December 31, 1904.

The basement of the Chicago Board of Trade Building on the Jackson Street front has been leased to a catering company, and will be fitted up as a restaurant. It is expected that this will add to the convenience of the members.

The Lincoln Grain Exchange, Lincoln, Neb., is still without permanent quarters. The Exchange has been awaiting the action of the Lincoln Commercial Club, which is after a new building. It is probable that the two bodies will occupy quarters in the same structure.

A change will be made in the by-laws of the Cincinnati Chamber of Commerce so as to provide for the election of a board of fifteen directors. A special committee appointed to consider the proposition reported favorably and was instructed to draft the necessary amendments.

President Jackson, of the Chicago Board of Trade, has been authorized to appoint a number of delegates to the convention of the Grain Dealers' National Association at Niagara Falls, June 3, and to the convention of the National Hay Dealers' Association at Toledo, June 18, 19 and 20.

The committee appointed by the directors of the Cincinnati Chamber of Commerce to investigate the extensive thefts of grain alleged to have occurred in that market during the past year has reported that the culprits were not personally known and that they were not members of the Exchange.

The fiftieth annual report of the Baltimore Chamber of Commerce contains, in addition to a review of the grain trade of the city for 1905, a list of officers, directors and committees of the Chamber, the rules and regulations and a list of members. It should prove valuable to grain men who are doing business with this market.

The railroads have established a joint transit inspection bureau at Omaha and have placed S. L. Fisher, who formerly had his headquarters at Kansas City, in charge. Mr. Fisher has established his office at 628 Bee Building. The increased grain, grain products and hay shipments from Omaha are responsible for the establishment of the new office.

At the meeting of the state inspectors, the railroad and warehouse commission and Chicago cash grain handlers, on May 15, no definite action was taken toward the remodeling of the work of Chicago inspection to insure greater uniformity, and the plan will be given further consideration by Commissioners French and Neville, Chief Inspector Cowen and the grain committee of the Board.

It is stated that the directors of the Baltimore Chamber of Commerce are taking preliminary steps looking to the centralization of all the leading business organizations in the city. A committee has been appointed to make overtures to the Board of Trade, Merchants' and Manufacturers' Association and other leading business organizations. When the name of the Baltimore grain organization was changed from the Corn and Flour Exchange to the Chamber of Commerce, the constitution was also changed by an act of the legislature.

This made it possible to greatly broaden the work of the grain organization, and the proposed amalgamation is in line with the views entertained at that time.

The new quarters of the Pittsburgh Grain and Flour Exchange at Penn Avenue and Tenth Street was occupied by the members on May 11, at which time a reception was held from 10 a. m. until 2 p. m.

The members of the Chicago Board of Trade on May 8 amended their rules permitting the delivery of No. 3, No. 3 white and No. 3 yellow corn on all contracts made after July 1, 1905, at a discount of 5 cents per bushel from the contract price for higher grades. Also adopted a rule providing for the settlement of excess or deficit on sales of grain to arrive, on the basis of a fair market of such grade on the day which the excess or deficit is ascertained and made known to each party.

The directors of the Chicago Board of Trade referred to the committee on legal advice a communication from Robert H. Thorburn, charging extortion and attempted extortion against six members of the Board in connection with corners on provisions, oats and corn in 1902 and 1903. The committee reported back, recommending that as Mr. Thorburn is a suspended member with no legal standing the charges could not be considered. The report has been adopted by the directors. Mr. Thorburn is making a fight for reinstatement.

COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Purchaser Liable After Acceptance for Loss of Cargo of Grain.

Where delivery of a schooner load of grain by the vendor was a material part of a contract of sale, the Supreme Court of New Jersey holds (*Lumis vs. Millville Mfg. Co.*, 60 Atlantic Reporter, 219) that the vendee, by acceptance and assumption of the risks incident to a delay in unloading the cargo, might render himself liable for the purchase price, notwithstanding the schooner sank before it was unloaded.

In this case it appeared that the plaintiff, having sold a cargo of corn to the defendant and having agreed to deliver it at Millville, shipped the corn by a schooner that arrived at Millville on May 5. On the morning of May 6 the plaintiff and defendant had a conversation at Millville, after which the plaintiff delivered the bill of lading to the defendant, and the defendant paid for the cargo by a check which the plaintiff on his return to Bridgeport deposited in bank. That night the schooner sank. Payment of the check having been stopped, the plaintiff brought this action against the defendant for the purchase price of the cargo and obtained a verdict.

The defendant denied its liability upon the ground that the plaintiff's contract to deliver had not been fully performed at the time the schooner sank. The plaintiff, however, testified that the defendant, on the morning after the cargo arrived, had such inspection made as it chose to make and accepted the cargo and paid for it, and that for personal reasons it put off unloading the schooner until the day following, against the protest of the carrier, who, however, took orders from the defendant, after learning that the bill of lading had been transferred to it. The testimony of the plaintiff in other respects tended to show that after the defendant had paid him for the cargo the defendant assumed entire direction of the carrier and responsibility for the future unloading of the grain. The truth of this testimony being denied by the defendant, a case was presented for the jury, to whom it was submitted, with the result before stated.

Contracts for Future Delivery.

A contract for the sale of grain or other property, to be delivered at a future date, the Supreme Court of North Dakota holds (*Beidler & Robinson Lumber Co. vs. Coe Commission Co.*, 102 Northwestern Reporter, 880), is valid only when the parties really intend and agree that the property is to be delivered by the seller and paid for by the buyer at the contract price. If the real intent is not to deliver, but to settle upon the difference in market quotations, the transaction is a mere wager and is void. The only question of difficulty in cases of this character is to determine what the parties really intended; that is, whether at the time the trade was made they intended in good faith to

deliver and receive the commodity which was the subject of their alleged sales, or whether they in fact had no such purpose, but, on the contrary, intended to settle upon a basis of difference in market quotations.

It is apparent that this intention, when called in question, must be ascertained from the transaction itself, the facts and circumstances attending it, and the parties' general manner of doing business, including other transactions of a similar nature. This must be true, for it is the general course of one's business which classifies it, and "ordinary men are presumed to intend to do what they do in fact do." When the validity of a contract of sale for future delivery is involved, and it is shown that in numerous other and similar transactions no deliveries were made, but that settlements were made upon differences in market quotations, the person relying upon the validity of such a contract must make it satisfactorily and affirmatively appear that the contract was made with a view to actual delivery.

Carrier May Limit Liability to Its Own Line.

Sec. 7 of Chap. 100, p. 176, Laws of Kansas of 1893, providing that no defense to an action against a railway company for the recovery of loss or shortage on grain received by it for transportation, by reason of the same having occurred on the line of some other company to which it may have been transferred, or which may have received it for shipment, shall be admitted to be made, unless all the facts and circumstances of such loss or shortage so occurring on such other line shall be fully set forth in written pleadings filed by the shipping company and affirmatively and fully proved by it, the Supreme Court of Kansas holds (*Atchison, Topeka & Santa Fe Railway Co. vs. Canton Milling Co.*, 19 Pacific Reporter, 656), has no application to cases against the initial carrier growing out of shipments of grain made under contracts with it signed by the shipper, in which the carrier's liability is limited to transportation to the end of its own line and delivery there to connecting carriers.

The court says that the authorities are unanimous to the effect that a carrier of goods may limit its contract of carriage to transportation to the end of its own line and delivery there to a connecting carrier. If the above statute be construed to apply to such a case as stated, the company must meet, in direct opposition to the terms of its contracts, all the responsibility of a common carrier over lines not its own, unless it plead and prove all the facts and circumstances of divers breaches of duty by other carriers upon their roads.

Such an obligation is as foreign to its contracts as transportation itself over the lines of other carriers would be. It is no part of the business of the company, as a common carrier over its own road, to discover, report and prove the facts concerning negligent acts in the transportation of freight committed by distinct and independent carriers upon their lines. The obligation to do so cannot be superadded to its contracts to transport over its own route, any more than the obligation to carry over other railroads could be superadded to the same contracts, and the liability of a carrier over roads other than its own cannot be imposed upon the company as a penalty for a failure to perform acts equally alien to its duty. This being true, the statute must be held to be inapplicable to cases of the kind now under review, and it must be held that the defendant was completely exonerated when its contracts and full compliance with their terms were established.

Competent Evidence as to Storage of Grain.

A farmer delivered a quantity of oats at the elevator of a company which operated a mill and elevator and received a grain ticket acknowledging receipt thereof. Thereafter the elevator burned, without fault of the company, and the oats were destroyed. The farmer claimed that the company purchased the grain, while the company claimed that the grain was simply left on storage. In an action brought to recover the purchase price of the oats, the jury returned a verdict for the plaintiff, which the Supreme Court of Wisconsin affirms.

Testimony was allowed on behalf of the plaintiff as to a previous transaction between the parties three years before, by which he delivered a quantity of grain to the company under an arrangement for sale similar to the one here claimed. This ruling was attacked as erroneous. The Supreme Court says that the rule that evidence of previous independent transactions is inadmissible, unless it tends to prove motive, intent or custom, is well understood; but in the present case (*Sullivan vs. Mauston Milling Co.*, 101 Northwestern Reporter, 679) the plaintiff testified directly that in making the arrangement in question reference was distinctly made to the previous transaction,

and that it was agreed that he might deliver the grain and take the price later on, as was done on the former occasion. If this was true, its effect was to import the terms of the former transaction into the bargain, and this clearly made the terms of that transaction competent evidence.

Again, the court says that the plaintiff was allowed to cross-examine the president and manager of the company's business as to former transactions with the plaintiff and others, and this was assigned as error. It appeared that upon his direct examination the witness testified that the defendant was in the habit of storing grain for others. The purpose and necessary effect of this testimony was to support an inference that the present transaction was a storage of grain in accordance with the general habit. Such testimony having been given by the party himself, it was entirely competent to cross-examine as to this habit, and show, if possible, whether it was universal or otherwise. Somewhat greater latitude is allowed upon cross-examination of a party than of a mere witness.

A KANSAS ARBITRATION.

The arbitration committee of the Kansas Grain Dealers' Association has rendered the following decision in the controversy between D. C. O'Neil of Axtell, Kan., and the Beall Grain Company of Kansas City, Mo.

There were three separate and distinct contracts with which this controversy is connected. The three different questions involved are: First, the quantity of grain required to fill the first contract; second, the quantity unshipped; third, the market difference on the unfilled portion.

The evidence introduced shows that the transactions were made by telephone and subject to shipper's certified weights, and that each separate transaction was confirmed by the buyer the same day in which it was made; that in each and every instance the buyer understood that he had purchased a certain number of bushels; that the seller accepted each and all of these confirmations without comment or objection until after all grain had been shipped and he had been requested to complete his contract; that he then claimed that in the first contract he sold a certain number of cars, instead of a certain number of bushels; that on each and all of his invoices the shipper failed to specify on which contract shipment was supposed to apply, or complete; that on receipt of buyer's request for immediate shipment of the balance due on contract the seller, under date of February 4, positively refused "to put any more grain in on this trade;" that the Beall Grain Company prolonged the correspondence and did not make claim on the unfilled portion until February 24, which was subsequent to an advance of several cents per bushel. Inasmuch as the price was the same in each of these three contracts, it is impossible for this committee to determine from shipper's invoices anything as to what his understandings or intentions were.

Therefore, it is the decision of this committee:

First. That inasmuch as the seller neglected to confirm his contracts or offer any objection to the confirmations which he received from the buyer, the number of bushels (2,000) as confirmed by the buyer, instead of the number of cars (2) as later claimed by the seller, should determine the quantity contracted.

Second. That the total amount contracted was 8,000 bushels; the total amount shipped, according to shipper's certified weights, was 7,363 bushels 12 pounds, leaving a shortage on contract of 636 bushels 44 pounds.

Third. That it was the duty of the buyer to have bought this corn in for account of the seller on February 6, which was the date of the receipt of seller's letter positively refusing further shipments. That on February 6 the market value of the grade and kind of corn contracted was 43½ cents per bushel, an advance of 1¼ cents per bushel over the contract price.

Fourth. That D. C. O'Neil is indebted to the Beall Grain Company in the sum of \$11.15.

Fifth. That inasmuch as both parties were at fault, the costs of this arbitration (\$6) shall be divided equally between them.

None seems to want the short side in corn, while he feels present prices are too good to press for further profit in absence of unreasonable conditions. My own opinion is that prices are good and it will require very genuine conditions to force them to any extreme; but notwithstanding this conservative view, the feeling of certainty that the crop was overestimated, that it was early drawn upon to restore the depletion of cribs, and has been freely fed and marketed from the beginning of the season, cannot be dismissed from the mind and clearly justifies feeling on the long side for profits or letting it alone for the present.—E. W. Wagner, May 8.

IN THE COURTS

James A. Schryver has begun suit at Omaha against the A. Adams Grain Co., claiming damages of \$486.25, moneys claimed to be due him. He asks for an accounting from the defendant company.

A. J. Cummins has sued Edwards, Wood & Co. for \$50,000, alleging the circulation by the defendants of defamatory stories, damaging to his business. Both parties are in the grain commission business in Minneapolis.

The widow of Nicholas Reinert has sued the Sheffield Elevator Co. of Minneapolis for \$5,000, alleging that their negligence caused her husband's death. He was employed at the elevator and June 3 last was suffocated in a grain bin.

The Miami Grain Co. has brought suit in Xenia, Ohio, against the Detroit Southern Railway, claiming damages of \$93.94. The grain was sent from Kay's Station to Philadelphia by a route different from that directed by the shipper, and consignees, the Miner-Hilliard Co., refused to accept it by the route it took. The grain was then sold, at the loss stated.

The affairs of Willis Dickson & Co. of Memphis, now in the bankruptcy court, are in bad condition. The books are a tangle, the bookkeeper has disappeared and there is an apparent shortage of \$1,000 in the accounts, and the firm owes for 31 cars of grain, due in large part to Illinois shippers, who have begun suits in replevin and attachment to get possession of the grain.

The McMillen Grain Company of Van Wert, Ohio, has filed with the Interstate Commerce Commission a complaint against the Cincinnati Northern Railroad Company, alleging discrimination against them and failure to furnish them with cars for the shipment of hay from Cavett, Ohio. The Commission is asked to require the defendant road to supply the complainants with cars as needed and refund them the amount of loss sustained by them by reason of the action of said road.

The Corrigan Transit Co., Chicago, claimed damage of \$1,081 to the barge Algeria and delay in transit of its cargo because of the increased current in the Chicago River caused by the drainage canal. The federal courts, however, have decided that the complainant cannot recover. The ruling is that the state having consented to the construction of the canal, "no one can claim a vested right to have the United States interfere with Illinois, nor can a cause of action arise from want of interference."

The St. Louis Hay and Grain Co. has filed with the Commerce Commission a complaint against the I. C. and M. & O. R. R. Cos., alleging that a rate of 17½ cents per hundred pounds is charged for the transportation of hay from East St. Louis to New Orleans and other Mississippi Valley points; that the rate is unreasonable and unjust and results in undue prejudice to the complainants, and that it is a violation of the act regulating commerce. They ask the Commission to adjust the differences.

Suits were begun at Winnipeg in the police court on May 2 against James E. George and George Lenton, operating as J. E. George & Co., the prosecution being on behalf of the London Guarantee and Accident Co., by which the George firm was bonded. The three parties from whom wheat is alleged to have been received by the accused parties and no returns made for it are Charles Stephens, Charles S. Dunlop and John B. Gillespie. The amount of the firm's shortage totals to several thousand dollars. Both Lenton and George were allowed their liberty on bonds of \$10,000 each.

In the case of Strater Bros. Grain Co. of Louisville, Ky., against J. E. Miller of Lincoln, a claim of \$79.91, tried at Lincoln, a verdict was rendered for the defendant for \$42.50. The facts are that Miller had sold 5,000 bushels of corn to grade No. 3 to a Decatur firm, who resold it before delivery to Strater Bros. Grain Co., Louisville. The latter received the corn, but claimed it did not grade No. 3, but No. 4, worth three cents less per bushel than the price, 45 cents, agreed to be paid for the No. 3 corn. With the shipment were 1,500 bushels of corn from the same crib, an over shipment, which was sent by Miller with a request to sell it and credit to his account. This 1,500 bushels sold, so claim the plaintiffs, for 47½ cents the bushel, while the plaintiff company claimed the 5,000 bushels brought only 43 cents. The defendant said it was from the same crib and the same grade of corn and he couldn't account for the 5½ cents difference in the price. The court gave judg-

ment for the defendant for \$42.50 as due him on the entire transaction.

The Crown Elevator Co., Winnipeg, is defendant in an action of mechanic's lien on its elevator at St. Boniface. Wm. Cleveland, contractor, and H. L. Day, manufacturer of special dust collecting machinery, are among the claimants.

The Morgan Hardy Grain Co., in an action against the Dahnke-Walker Milling Co., endeavored to enforce an agreement entered into by the litigants, by which the defendants were to pay to the complainant, who controlled the local grain market at Union City, Tenn., two-thirds of a cent for every bushel of grain purchased by them, with the understanding that the complainants were not to bid against them in the purchase of the grain. It was alleged in the bill that the milling company only accounted for one day's purchase when in reality they actually bought something like 80,000 bushels of wheat. A demurrer was filed setting out that the contract was against public welfare and prevented competition and that it was practically forced upon the defendants by the complainant company. This demurrer was sustained by both the Chancery and Superior courts.

E. L. HARPER REDIVIVUS.

In the obscure town of Bristol, W. Va., where it would seem as if a person ought to be able to put through certain big schemes in a quiet sort of way and free from disagreeable newspaper publicity, E. L. Harper, who was the organizer of the most disastrous corner the Chicago Board of Trade has ever known, who wrecked the Fidelity National Bank of Cincinnati, and who in June, 1887, caused the failure of twenty-three firms on the Chicago Board of Trade, thus inflicting a loss on the Chicago grain trade running into millions of dollars, is now busily engaged in an effort to go through bankruptcy and shake himself free of the judgment claims of his creditors.

Mr. Harper is said to live in luxurious apartments in New York City, where he is the active head of the Union Iron and Steel Company, a concern with a capital stock of \$6,000,000, of which Mr. Harper is said to hold only one share in his own name. Mr. Harper, however, claims that he is a legal resident of Big Stone Gap, W. Va. It is understood that Mr. Harper has prospered very much in recent years, and that the same secret influences which caused his sentence of ten years in an Ohio jail to be reduced to six years, and which supplied him with every comfort while in jail, have enabled him either to save in some way an enormous amount of the wreckage from his corner, or else have put him in the way of acquiring a great fortune since he was released from jail. At any rate it is believed by those interested in the claims against Harper that while he is still very poor in name, yet he is very rich in fact.

Some very important evidence has been gathered up in Chicago during the last fortnight, regarding certain highly scandalous and criminal features of this famous deal. It is said to seriously implicate certain persons who are at this date very prominent in Wall Street affairs. It is the intention of the Chicago creditors to prevent, if possible, Mr. Harper going through bankruptcy. The United States government is also endeavoring to prevent success of the bankruptcy proceedings, owing to its interest in the Cincinnati National Bank, which Mr. Harper ruined.

Many of the Harper creditors were so ruined that they were forced into commercial and financial oblivion, and have not been heard of since. Some, heartbroken by their misfortunes, committed suicide or went insane. Others have died, and others have become scattered through different parts of the country, and are ignorant of the opportunity now offered them for obtaining a certain measure of justice. Nevertheless, there are still enough of these outraged creditors in active business on the Chicago Board of Trade to be able to make plenty of trouble for Mr. Harper, when he attempts to free himself of the judgment claims. And they have already gathered enough evidence to make it certain that the proceedings in West Virginia, which were to go through quickly and quietly, will be slow and crowded with sensation.—Commercial West.

The S. S. Sultana, the first boat to load this spring at Duluth, took out 190,000 bushels of wheat on April 6.

There is more or less complaint in the corn belts in Illinois and Indiana of ear corn gone wrong in the crib since last fall.

The Texas Agricultural Experiment Station at College Station is now testing by actual experiment the truth of the conclusions of various experimenters along this line that, "There is no profit whatever in feeding cotton seed in any form or cotton seed meal to hogs of any age."

HAY AND STRAW

An alfalfa mill may be built at Brush, Colo.

Considerable hay is being baled in the territory around Kokomo, Ind., this spring.

The hay trade at Pittsburg is dull. Demand less than shipments and prices unsatisfactory.

Mixed hay is reported more plentiful on the Baltimore market this season than usual.

The demand for good timothy hay on the Baltimore market continues firm. Mixed hay is quiet.

Irvin T. Fangboner has enlarged his hay warehouse at Bellevue, Ohio, increasing the capacity to 300 cars.

Grafton, N. D., advices state that the alfalfa acreage in the western counties of that state will be large this year.

The Irving Powers Co. has been organized at Kittery, Me., with a capital stock of \$100,000, to deal in hay and grain.

Receipts of hay at Baltimore for April were 6,706 tons as compared with 6,102 tons for the corresponding period last year.

The Watson & Frost Co. has been organized at Grand Rapids, Mich., to deal in hay, feed, grain, etc. The capital stock is \$15,000, of which \$12,000 is paid up.

George A. Hax, Emory Kirwan and Charles S. Schermerhorn are the committee on hay and straw quotations of the Baltimore Chamber of Commerce for the month of May.

A report from Pendleton, Ore., states that alfalfa is looking well and that farmers of that section will commence cutting it for hay about May 20. This will be nearly two weeks ahead of the usual time.

Reports from San Jose, Cal., state that the hay crop in that (Santa Clara) and adjoining counties is very light this year. Heavy rains coming at the wrong period are one of the main reasons of the short crop.

The supply of hay on the Philadelphia market is greater than the demand and the price is low in consequence. There is a fair demand for rye straw, but not for wheat and oat straw, as the offerings are ample.

The Salt Lake City Commercial Club has been distributing small lots of speltz or emmer as seed to arid land farmers in Utah. It has proved very prolific on several dry farms, and is highly recommended as a stock food.

James A. Loane & Co., hay and grain commission merchants of Baltimore, Md., suffered a loss of several hundred dollars by fire on April 27. The fire occurred in their hay warehouse on North Front Street, that city.

Farmers around Modesto, Cal., have been hauling new alfalfa hay to market about a month earlier this year than usual. The first crop of alfalfa in that section is usually cut, cured and ready for market about May 1.

A commission firm in New York City has advised all shippers of hay to that market to bill all cars, no matter over what road they are shipped: "New York; Lighterage Free" and to "Tag all bales with weight" and "Make drafts payable on arrival of cars."

A late report from Muskogee, I. T., states that the Missouri, Kansas & Texas Railway will build a station at Big Cabin, in the Cherokee Nation. Big Cabin is said to be the largest hay shipping point in the territory and as many as 400 cars of hay are often shipped from there in a month.

The issue of the Montreal Trade Bulletin of May 6 has the following concerning the coming Canadian hay crop: "Advices from most of the hay sections of this province and Eastern Ontario continue to be of a very encouraging nature, a letter from the North Shore stating that 'the hay crop has had a good start, but could stand more rain.' A letter from Cornwall, Ont., dated May 2 says: 'The hay crop promises well, and I look for fully as large a yield as we had last year, if not larger.' Another communication from Toronto reports as follows: 'From different sections West we hear a good account of the pastures, although in a few places it is said that rain is needed, but on the whole the prospects point to an average crop.'"

A New York paper states that a fraud order has been issued against Thomas E. Hayman, a wholesale hay dealer of New York City, charging use of the mails with fraudulent intentions. The complaint was made by a hay shipper who, it is stated, lost \$150 by shipping to him. The report states that Hayman sent out circulars to farmers and shippers in which he overquoted the market. The

authorities are said to have received several complaints during the past year on account of these circulars. Hayman is in bad odor among hay dealers on account of his practices.

WINNIPEG GRADES OF HAY.

The general committee of the Winnipeg Board of Trade, representing the hay interests, which was appointed to deal with and report on the requirements of their line of trade relative to the appointment of an official hay inspector, has submitted a report and recommends that the Ottawa authorities be approached for the purpose of having the appointment made. The following is the schedule of grades proposed:

"Choice prairie upland hay shall be red top or peavine hay of bright color, dry, well cured, sweet, and sound.

"No. 1 upland hay shall be upland or red top, and may contain one-quarter midland, peavine, or wild vetch; all dry, well cured, of good color, reasonably free from weeds and sound.

"No. 2 prairie upland hay shall be upland of fair color or midland of good color, all dry, well cured, sweet, sound, and reasonably free from weeds.

"No. 1 mixed prairie hay shall be midland of fair color, or slough or Scotch grass of good color, dry, not caked, or in a heating condition.

"No grade hay that is damp, or otherwise unfit for storage, shall be entered on the inspecting officer's books as 'no grade,' with his notations as to quality and condition.

"Rejected hay shall consist of hay containing fox tail or spear grass, or hay heated or otherwise damaged, and shall include all hay not good enough for other grades.

"All inspecting officers shall make their reasons for grading hay, when necessary, fully known by notation on their book.

"The fees for the inspection of hay in the Manitoba grain inspection division shall be such as are determined by the governor-in-council, who may from time to time increase or reduce them."

HAY INSPECTION IN MINNESOTA.

The Minnesota State Railroad and Warehouse Commission will commence a system of state hay inspection at Minneapolis, St. Paul and Duluth on July 1, the recent legislature having authorized this action. C. F. Staples and I. B. Mills, of the commission, visited Chicago recently to investigate the Chicago Board of Trade's system of inspection. The new arrangement in Minnesota is not relished by the Commissioners, as they consider it an unwelcome and unprofitable task, owing to the fact that the value of hay and straw in the markets mentioned is so low that to adequately cover the cost of the work of inspection fees must be charged which would seem exorbitant to the shippers.

Advices from St. Paul state that the law requiring inspection and weighing at the points named is the result of complaints by shippers, who claim that they have not received sufficient compensation for hay shipped. It is said that if the hay is unloaded at terminal points it can be inspected without excessive expense, as an inspector inspects the hay as it is being unloaded.

The main trouble anticipated is in the inspection of hay reconsigned and not unloaded, as only the bales at the car doors can be inspected. This fact, it is feared, may cause shippers to place the best bales at the doors, and as it will probably not represent the average of the entire car the inspection will be criticised.

The weighing of the hay is also a serious problem confronting the Commissioners. The value of the product is so low that here again reasonable fees would likely not support a weighmaster at each yard, and one inspector will find it impossible to visit all the yards at terminal points and weigh all cars in and out.

In their visit to Chicago the Commissioners found that of all the hay shipped into this city less than 10 per cent of the amount came under state inspection. Neither the shipper nor the purchaser wanted it. Because of its bulk, inspection of baled hay is almost impossible.

Practically all hay and straw is sold by sample.

REVIEW OF THE CHICAGO HAY MARKET.

The prices ruling for hay on the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending April 15, quotations at the close ranged as follows: Choice Timothy, \$12.50@13.50; No. 1 Timothy, \$11.00@12.00; No. 2 Timothy, \$9.00@10.00; No. 3 Timothy, \$7.00@9.00; Choice Prairie, \$10.00@11.00; No. 1 Prairie, \$8.00@9.00; No. 2 Prairie, \$7.00@7.50; No. 3 Prairie, \$6.00@7.00; No. 4 Prairie, \$6.00@6.50. Inside prices on Prairie Hay for State and outside for Kansas, Nebraska and Iowa Hay. Sales ranged at \$6.00@13.50 for poor to choice Timothy, \$7.50 for Mixed

Hay, \$9.00 for Clover Mixed, \$5.25@7.00 for State, and \$7.00@11.50 for Iowa, Nebraska and Kansas Prairie Hay. Rye Straw sold at \$9.00@9.50, Wheat Straw at \$6.00@6.50, and Oat Straw at \$6.00. The receipts for the week were 4,733 tons, against 5,059 tons for the previous week. Shipments were 221 tons, against 264 tons for the previous week. There was good demand for both Timothy and Prairie, but poor hay was dull.

During the week ending April 22 quotations at the close ranged as follows: Choice Timothy, \$12.50@13.50; No. 1 Timothy, \$11.00@12.00; No. 2 Timothy, \$9.00@10.00; No. 3 Timothy, \$7.00@9.00; Choice Prairie, \$10.00@11.00; No. 1 Prairie, \$8.00@9.00; No. 2 Prairie, \$7.00@7.50; No. 3 Prairie, \$6.00@7.00; No. 4 Prairie, \$6.00@6.50. Inside prices on Prairie Hay for State and outside for Kansas, Nebraska and Iowa Hay. Sales ranged at \$6.00@13.50 for poor to choice Timothy, and \$5.00@11.50 for Iowa, Nebraska and Kansas Prairie Hay. Rye Straw sold at \$6.00@9.50 for poor to choice. The receipts for the week were 4,998 tons, against 4,733 tons for the previous week. Shipments for the week were 126 tons, against 221 tons for the previous week. Arrivals of Choice Timothy and Prairie were large and the demand good. Market for poorer grades was dull and depressed.

During the week ending April 29 quotations at the close ranged as follows: Choice Timothy, \$12.50@13.50; No. 1 Timothy, \$11.00@12.00; No. 2 Timothy, \$9.00@9.50; No. 3 Timothy, \$7.00@9.00; Choice Prairie, \$10.00@11.00; No. 1 Prairie, \$8.00@9.00; No. 2 Prairie, \$7.00@7.50; No. 3 Prairie, \$6.00@7.00; No. 4 Prairie, \$6.00@6.50. Inside prices on Prairie Hay for State and outside for Kansas, Nebraska and Iowa Hay. Sales ranged at \$6.00@13.00 for poor to choice Timothy, \$6.50@7.00 for State, and \$7.50@10.50 for Iowa and Kansas Prairie Hay. Rye Straw sold at \$9.00@9.50, Wheat Straw at \$6.00 and Oat Straw at \$6.00. The receipts for the week were 7,702 tons, against 4,998 tons for the previous week. Shipments for the week were 218 tons, against 126 tons for the previous week. Early in the week the market was good but closed quiet.

During the week ending May 6 quotations at the close ranged as follows: Choice Timothy, \$12.50@13.50; No. 1 Timothy, \$11.00@12.00; No. 2 Timothy, \$9.00@9.50; No. 3 Timothy, \$7.00@9.00; Choice Prairie, \$10.00@11.00; No. 1 Prairie, \$8.00@9.00; No. 2 Prairie, \$7.00@7.50; No. 3 Prairie, \$6.00@7.00; No. 4 Prairie, \$6.00@6.50. Inside prices on Prairie Hay for State and outside for Kansas, Nebraska and Iowa Hay. Sales ranged at \$5.00@13.00 for poor to choice Timothy, \$6.50 for State, and \$8.50@10.50 for Iowa and Kansas Prairie Hay. Rye Straw sold at \$8.50@10.00, and Oat Straw at \$6.00@7.00. The receipts for the week were 5,491 tons, against 7,702 tons for the previous week. Shipments for the week were 167 tons, against 218 tons for the previous week. Local demand was only fair, with little or no shipping inquiry.

OUR CALLERS

[We have received calls from the following gentlemen prominently connected with the grain and elevator interests during the month.]

J. H. Nelson, Yukon, Okla.
A. Kelly, Brandon, Manitoba.
James McGrew, Kankakee, Ill.
E. W. Genge, Lone Rock, Wis.
J. E. Heffner, Fort Recovery, Ohio.
Charles and Richard Polsterer, Vienna, Austria.
Chas. McDonald Jr., chief grain inspector, Baltimore, Md.
G. M. Robinson, president Charter Gas Engine Co., Sterling, Ill.
Eckhard Lafft, lieutenant of engineers, Imperial Railway Service, Germany.
O. J. Edwards, representing The Foos Manufacturing Co., Springfield, Ohio.

"Seed corn specials" were run out of Baltimore on the Maryland & Pennsylvania and West Maryland railroads during the past month. This educational crusade was conducted under the auspices of the experiment station of the Maryland Agricultural College, at College Park, with the assistance of several experts on corn culture from the United States Department of Agriculture. Those taking part in the lectures and observing the work were Capt. R. W. Silvester, Dr. T. L. Taliaferro and Mr. H. J. Patterson, of the Maryland Agricultural College; Messrs. A. D. Shamel and W. W. Cobey, of the Department of Agriculture at Washington; Mr. W. L. Amos, director of the Maryland Farmers' Institute; Messrs. C. Bosley Littig, J. Murray Maynader and Leroy Snyder, of the Baltimore Chamber of Commerce; railroad men and others.

FIRES--CASUALTIES

Two elevators at Dumont, Minn., one owned by the Monarch Elevator Co. and the other by M. H. Zemple, were burned on the night of April 28.

A hot journal caused a fire in the cupola of the Royal Elevator at Harvey, N. D., on April 14. The blaze was extinguished by a chemical engine.

An elevator and flour mill at Spirit Lake, Iowa, were partially wrecked during a severe windstorm which swept over that place on the night of May 3.

Fire at Enderlin, N. D., on May 8, destroyed the Royal Elevator Co.'s elevator, Munt & Wilson's flour mill and the Soo line depot, causing a loss of \$30,000.

Hathaway & Young's elevator on the D. & M. Railroad at Pewamo, Mich., was badly damaged by fire on the afternoon of April 17, caused by locomotive spark.

The Anchor Grain Co.'s elevator at Hansell, Iowa, was struck by lightning on the night of May 1 and burned to the ground. It contained only a small quantity of grain.

The bean warehouse at Ithaca, Mich., owned by the Ithaca Milling Co., collapsed on April 12. The beans were all in bags, so the loss is from the damage to the building.

The elevator at Merriam, Minn., owned by Quirk & Co., was burned recently. The building had not been in use for some time. A spark from a locomotive started the fire.

Mossman Bros.' feed store at Huntington, W. Va., was badly damaged by a gas explosion and fire on April 27. There was a large amount of hay, straw and feed stored in the building. The loss is about \$10,000.

M. Graus' warehouse at Hastings, Minn., containing a quantity of baled hay and straw, salt, cement, etc., was burned on the night of April 24. The loss is \$2,500, with no insurance. The origin of the fire is unknown.

The plant of the Carlyle Mill and Grain Co. at Carlyle, Ill., was badly damaged by a cyclone which devastated that town on the afternoon of April 28. The storm did damage estimated at \$114,000, several buildings being wrecked.

The elevator at Cambridge, Neb., owned by J. H. Rosenfelt & Son, was burned at about 2 o'clock a. m., on April 8. Sparks from a passing locomotive are supposed to have caused the fire. The loss is \$5,000, partially covered by insurance.

Ackley, Hatch & Marsh's grain warehouse in New Milford, Conn., was destroyed by fire on April 18. The fire started in a building near the warehouse and soon spread to that structure. The firm's loss is \$10,000, covered by insurance.

Frank Strong's grain elevator, feed mill and coal yard at Dundee, Mich., were destroyed by fire which started in the station of the Ann Arbor Railway on the afternoon of April 30. Mr. Strong's loss is between \$14,000 and \$15,000, with about \$3,000 insurance.

Edward F. Smith's 35,000-bushel elevator at Wellman, Iowa, was totally destroyed by fire on the morning of April 18, causing a loss of \$2,500. The property was insured for \$1,800. The elevator contained about one carload of grain and a quantity of baled hay.

Fire in the old Chicago & Alton Elevator at Twenty-second and Grove streets, Chicago, on the night of April 18, caused a loss estimated at \$2,000. The elevator had not been in use for about a year and the accumulated grain and dust are believed to have ignited through spontaneous combustion.

The Northern Grain Co.'s elevator on the Wisconsin Central Railway at Portage, Wis., was burned on the morning of April 18. The railway company's car sheds were also destroyed. The elevator contained about 3,000 bushels of grain and a quantity of flour. The loss is about \$12,000.

The elevator at North Loup, Neb., owned by George E. Johnson, was destroyed by fire, together with its contents, on the night of April 28. Mr. Johnson's coal sheds and other small buildings were also burned. The origin of the fire is not known. Only a small amount of insurance was carried on the property.

Herman Ulven, an employe of the Farmers' Elevator Company at Clear Lake, S. D., was oiling the gasoline engine when in some manner his clothing caught in the friction clutch on the main shaft and he was whirled around the shaft until his limbs caught on the wires connecting the electric battery with the sparker on the engine. This broke the wires, and by disconnecting the circuit stopped

the engine. Mr. Ulven's right arm and left leg were broken and he was seriously injured internally. His recovery is doubtful.

During the recent tornado at St. Joseph, Mo., the roof of the South Park Elevator Co.'s new grain elevator in the Burlington yards was wrecked. The damage to the elevator is estimated at \$4,000.

The Farmers' Elevator at Vesper, Kan., was burned on April 19. The fire is said to have been caused by a hot journal. The elevator was in operation when the fire broke out. It is reported to have contained between 12,000 and 15,000 bushels of wheat and 6,000 bushels of corn. The loss is estimated at about \$20,000.

The manager of the Hubbard & Palmer Co.'s elevator at Heron Lake, Minn., on entering the building one morning, found it filled with smoke. On investigation he discovered a smouldering fire in the boot of one of the stands of elevators. As the fire had been unable to get any draft it had not spread and was easily extinguished. The damage was slight.

John T. Saman's elevator at Pierson Station, Ill., was burned on April 24. The origin of the fire is unknown, but it is thought to have been caused by a hot journal. The fire broke out at 10:30 o'clock p. m. The elevator contained about 10,000 bushels of grain, all of which was burned. The loss is between \$10,000 and \$15,000, with \$7,000 insurance.

The elevator at Vicksburg, Mich., owned by R. E. Kimball was destroyed by fire on the evening of April 29. Sparks from a passing engine are supposed to have caused the blaze. The building was erected in 1872 and was valued at \$2,000. It was insured for \$700. It was occupied as a seed storage by W. H. Todd and Dix Bros., whose losses total \$1,250, practically covered by insurance.

Satterthwait Bros.' grain and feed store in Salem, Ohio, was badly damaged by fire of unknown origin on the night of April 18. The building is a long one-story frame structure and is owned by Henry Moff. The interior was gutted by the fire. Satterthwait Bros.' loss is estimated at between \$4,000 and \$5,000, covered by insurance. The building was also insured. The cause of the fire is unknown.

The old mill and warehouse at Cheney, Wash., owned by Dr. F. A. Pomeroy and occupied by J. E. Burbank & Co., dealers in hay and grain, were burned recently. The mill was built in 1881 by John C. Davenport. It had not been used for milling purposes for some time and the machinery had been removed. A quantity of baled hay and straw and about 100 sacks of wheat were destroyed. The mill property was valued at \$7,000 and insured for \$2,500. The grain and hay were insured for \$1,000 and the loss was about double that amount.

The Horace Ingersoll Co.'s warehouse and elevator on West Thirty-fourth Street, New York City, was burned on April 12, together with 85,000 bushels of grain and 5,000 bales of hay. The loss is estimated at about \$150,000, partially covered by insurance. The burned structure was a four-story brick building, 100x75 feet in size. Low water pressure greatly hindered the fire department and but for the assistance of several fire boats the flames would have spread to the New York Central's hay warehouses. The company will rebuild as soon as possible and in the meantime will continue business in other quarters.

Fire at De Smet, S. D., on the evening of April 23 totally destroyed the Van Dusen Elevator and the C. & N.-W. depot. The fire was caused by an accident which occurred when the operator at the station was lighting the switch lights. In striking a match the head flew off and fell into a crack in the floor of the room in which oil was kept. The oil-saturated floor caught fire and the flames soon spread through the depot and set fire to the elevator nearby. The spread of the flames was so rapid that the station agent, who lived in the second story of the depot, barely succeeded in saving his family. The elevator contained only a small quantity of grain. The amount of the loss and insurance has not been learned. The elevator will be rebuilt.

The four-story grain elevator and brick warehouse of Sitley & Son, at Sixth Street and Chelton Avenue, Camden, N. J., and three freight cars on a siding in the Sitley yard were destroyed by fire on April 23, entailing a loss of about \$150,000. The buildings were 460 feet long and 165 feet wide, and heavily stocked with grain, feed, hay, seed, hardware and farming utensils. Anticipating a corner in the market, the firm had more than 200 carloads of grain in the elevator. The loss is nearly covered by insurance. James Cahill, a watchman, heard an explosion in the center of the warehouse, and found the place in flames. In order to reach a fire-alarm box he was compelled to pass through clouds of smoke, and had just finished

summoning the fire department when he fell unconscious. It was several minutes before he revived sufficiently to creep from the burning structure. The origin of the fire is a mystery. The grain and flour stored in the buildings were insured for \$48,500. It is announced that the plant will be rebuilt as soon as possible.

The Argentine Elevator at Argentine, Kan., owned and operated by the Grant W. Kenney Grain Co. of Kansas City, Mo., was set on fire by lighting on the morning of April 20, and burned in the space of an hour. The fire occurred at 3 o'clock a. m. The loss on the building and contents was estimated by the owners and insurance adjusters at about \$135,000. This loss is practically covered by insurance. There were 72,000 bushels of No. 2 wheat, 13,000 bushels of corn and 1,000 bushels of oats in the elevator at the time of the fire. This was damaged to such an extent that there was very little salvage. While the elevator was entirely destroyed, the engine house a short distance away was not damaged. The burned elevator was erected in 1889 and had a capacity of 150,000 bushels. About two years ago it was moved a distance of eighty yards and equipped with new machinery. It was of cribbed construction and valued at about \$50,000; insurance, \$35,000. The grain was valued at \$80,000; insurance, \$75,000. Grant W. Kenney, president of the company, said that the elevator would be rebuilt at once. The new house will probably be fireproof and a little larger than the old one.

BARLEY AND MALT

A 250,000-bushel elevator and a malthouse will be built at Winnipeg, Man., by the Canada Malting Co. The plant will cost \$150,000.

The Howe Scale Co., 48 Lake Street, Chicago, has just supplied the Manitowoc Malting Co. of Manitowoc, Wis., with a 7-horsepower Howe Gasoline Engine.

Conrad Geise has converted his malting plant and brewery at Council Bluffs, Iowa, into a cereal mill. The new plant was put in operation the latter part of April.

The Walter Bros. Brewing Co. will erect a large grain elevator near its malthouse at Neenah, Wis. Work will be commenced as soon as the contract is awarded. The new structure will be three stories, or about 50 feet high and 78 feet long. At one end it will be 26 and at the other 36 feet wide. The elevator will be built of brick and will have a storage capacity of 50,000 bushels. It will be equipped with modern grain handling machinery and will be used exclusively for barley.

Concerning the amount of barley still in that territory, a dispatch from Dayton, Wash., says: "Grain buyers calculate there are at least 60,000 bushels of barley in the warehouses on the Turner extension, some of which is still held by the original growers. A price of \$20 is asked by the owners, but the dealers refuse, saying that coast markets do not justify such purchases. Reports from the barley fields are that the grain never looked better, and a banner crop may be expected should no late frosts blight. The weather has been ideal, with showers, followed by good growing weather."

IMPORTS AND EXPORTS OF BARLEY AND MALT.

BARLEY.			
Imports—	Bushels.	Value.	
March, 1904	84	\$	55
March, 1905	15,970		7,984
Nine mo. end. March, 1904.....	74,368		36,725
Nine mo. end. March, 1905.....	80,943		39,488
Exports—			
March, 1904	819,529		471,296
March, 1905	1,611,659		898,940
Nine mo. end. March, 1904.....	9,835,897		5,696,427
Nine mo. end. March, 1905.....	9,245,937		4,890,651
BARLEY MALT.			
Exports—			
March, 1904	52,752		35,986
March, 1905	58,709		39,213
Nine mo. end. March, 1904.....	315,698		227,657
Nine mo. end. March, 1905.....	323,062		226,768

The new Nebraska rule for assessing the business of the grain dealer in that state is to divide the aggregate business done by 24 to ascertain the amount of capital and then deduct the value of the grain on hand at the date of the assessment. In support of the new rule it is explained that the most of the grain buying is confined to four months (24 weeks) each year, and that the stock in the average elevator is turned completely in one week.

OBITUARY

Mr. Ingraham, of the grain firm of Ingraham & Stone at Mitchell, Neb., is dead.

John H. Miller, a well-known grain dealer and shipper, died at his home in Tyrone, Pa., on April 21. Mr. Miller was the secretary of the Central Pennsylvania Millers' Protective Association.

Charles W. Pennock, grain dealer of Reading, Pa., was found dead at his home in that city on April 26. Business troubles caused him to take his own life. His personal property was sold at bankruptcy sale some time ago.

Joel G. Stimson, until six years ago a grain dealer in Norwich, Vt., died on April 26. He was nearly 93 years of age. Mr. Stimson located in Norwich in 1868. Prior to that time he was engaged in business in Strafford and Waterbury, Vt. He leaves a widow, three sons and a daughter.

Henry G. Thayer, a prominent grain dealer, banker and manufacturer, died at his home in Plymouth, Ind., on April 18. The deceased was 72 years old. He served as a director of the World's Columbian Exposition from Indiana and was a Mason of high degree, having many honors.

Benjamin Andrews, aged 80 years, a well-known business man and life-long resident of Hingham, Mass., died on April 15 in the Homeopathic Hospital at Boston. The deceased had been engaged in the flour and grain business in his native town for many years. He leaves a widow, one son and a daughter.

Albert Schwill, president of Albert Schwill Malting Co., Chicago, died on April 23 at Bad Naudheim, Germany, aged 62 years. Mr. Schwill was a native of Germany and after coming to this country resided in Cincinnati, Ohio, for over forty years. He moved to Chicago in 1898. Mr. Schwill had been prominent in the malting trade for many years. He is survived by his widow, two sons and a daughter.

Charles M. Samping, formerly manager of the W. L. Green Commission Co., grain commission, St. Louis, Mo., died of pneumonia on April 30. The deceased was a native of St. Louis and well known in grain circles there. He was 35 years old and had worked his way up from messenger boy to manager. At one time he was bookkeeper for T. E. Price & Co., grain commission merchants in that city. He leaves a widow and two sons.

Charles W. Slagle, one of the founders of the old Baltimore Corn and Flour Exchange, now the Baltimore Chamber of Commerce, died on May 7 of a complication of diseases. He was 77 years old and had long been prominently identified with the grain trade. Mr. Slagle was interested in the organization of the American Fire Insurance Co., the Baltimore & Hanover Railroad, one of the fore-runners of the present Western Maryland road, and a number of other enterprises.

Robert A. Green, a former grain merchant, died on April 9, of pneumonia, at his home in East Hollow, near Berlin, N. Y. The deceased was born in Berlin seventy-eight years ago. He resided for four years in Utica, N. Y., and later came to Illinois. For about forty years he was engaged in the grain business in this state. After the death of his wife in 1897 he returned to Berlin, N. Y., and later married his second wife, who survives him. He also leaves two sons and a daughter by his first wife.

Albert Seckel, of the Chicago grain commission firm of E. Seckel & Co., one of the oldest houses in the trade in this city, died suddenly on April 29 at his residence in Riverside, Ill., of ptomaine poisoning. Mr. Seckel was on a Southern trip with friends and became violently ill after eating some canned food. He was sent immediately to Chicago, but lived only a few hours after his arrival. He was 46 years old, and had been connected with the firm of E. Seckel & Co. for more than twenty years, having been the head of the house since the death of his brother Adolph in 1895. The house was established in 1862 by E. Seckel.

Edwin Lamont died at his residence in Winfield, Kan., recently of Bright's disease. His last illness was only of about two weeks' duration, although he had been in poor health for about a year. He had returned home from Hot Springs only a few days before he was taken critically ill. The deceased was nearly 53 years old and was born in Cortland, N. Y. He came west in 1878, locating in Kansas City. He afterward moved to Kinsley, Kan., and then to Oxford, where he engaged in the grain business. He removed to Winfield, Kan., in 1881 and thereafter made that city his headquarters. At the time of his death Mr. Lamont owned ele-

vators in Kildare, Okla., and Burden, Oxford and Winfield, Kan. Mr. Lamont never married and his surviving relatives are three brothers and two sisters, all residents of the East. The deceased was a prominent Mason and an Elk, both fraternities assisting at his funeral.

Harry A. Sowle, a member of the Minneapolis grain commission firm of L. T. Sowle & Sons, died on April 22 at Los Angeles, Cal., where he had been spending the winter on account of poor health. Death was due to heart failure and was rather sudden, as Mr. Sowle had been seriously ill less than a week. The deceased was born at Buffalo, N. Y., in September, 1866. He had been a member of the firm of L. T. Sowle & Sons for the past fifteen years, being in charge of the cash grain and elevator department. He leaves a wife, a father, mother and several brothers. The remains were brought to Minneapolis for burial.

John Noland Wooliscroft, a prominent grain merchant of Cincinnati, Ohio, and president of the Standard Commission Co., died suddenly at his home in Covington, Ky., on April 15, in his fifty-ninth year. He was born in Galesburg, Ill., but during his youth lived in Flemingsburg, Ky. When he reached manhood he removed to Covington and engaged in the grain and commission business in partnership with John McCoy. Mr. Wooliscroft was also for a time a member of the grain and hay firm of Peck & Wooliscroft. Later he went into business alone in Cincinnati. Of recent years he has been a member of the Standard Commission Co., grain and hay commission merchants. Mr. Wooliscroft was a leading member of the Cincinnati Chamber of Commerce. When the National Hay Association was organized at Cincinnati in 1895 he was unanimously elected president. He is survived by his widow, to whom he was married in 1879, two daughters and a sister.

SEEDS

R. H. Patterson, of C. Patterson & Sons, seed dealers at Smithville, Ontario, Canada, is dead.

Joseph R. Ratekin, wholesale and retail dealer in seeds at Shenandoah, Iowa, has filed a petition in bankruptcy.

The corporate name of the Whitney-Noyes Seed Co. of Buffalo, N. Y., has been changed to the Whitney-Noyes Co.

The Sioux City Seed and Nursery Co. of Sioux City, Iowa, has let the contract for its new elevator at Alpena, Mich., and construction work is now in progress.

The Iowa Seed Co. of Des Moines, Iowa, recently celebrated its thirty-fifth anniversary. It was established in 1870 by S. L. Fuller, the pioneer Iowa seedsman. Charles N. Page, the treasurer and general manager, has been connected with the company for twenty-eight years.

ADULTERATED RED CLOVER SEED.

There is so much adulterated red clover seed on the market that the purchasers should buy only of the most reliable dealers, or should be able to pass upon its quality himself after an examination of the samples offered. The necessity of this care is emphasized by the statement of Dr. W. J. Beal of the Michigan Experiment Station who, after an exhaustive study of the subject of clover seed adulteration, reported having found that some samples examined contained no less than twenty-four seeds other than the clover seed itself. Many of the foreign seeds were nothing less than weeds of a more or less obnoxious nature. This may be an extreme report; however, a favorite method of adulterating American clover seed is to add a portion of European seed. While this is in a way legitimate, it does not impress one as being so when the effects are noted. It is generally well known among farmers that a certain amount of acclimation is necessary before a certain plant will do well in a new habitat. This seems to be as true of European clover seed as though it were quite an unknown plant to these shores, says a writer in Goodall's Farmer; and in commenting upon this point in 1901 the United States Department of Agriculture cautioned farmers against the purchase of any foreign clover seed, the ground for this advice being that the conditions as they exist in this country are so different from what they are in Europe that there is a poor chance of success when the seed is transplanted in this country.

Other adulterants used by unscrupulous dealers are a number of seeds that may be secured cheaply

which closely resemble red clover seed but are in reality weeds of a more or less noxious nature. Among these weeds are dodder, yellow trefoil, broad-leaved plantain, buckthorn, etc. While these seeds have many points in which they radically differ from the seed of the red clover plant, yet they may be mixed with pure clover seed, and only the most careful examination, frequently under a magnifying glass, will reveal their presence. It is, however, only fair to say that many of these noxious seeds may be in red clover seeds without the design of the dealer and from entirely natural causes, which may be traced back to an earlier or preceding adulteration. This fact, however, makes it the more necessary to avoid the seeding of land with adulterated seed when possible.

While "regrading" seed is not necessarily adulteration, in the case of red clover it serves much the same purpose as downright adulteration, says the writer above referred to. By regrading we may understand a process of mixing two or more grades together in order to produce another grade. By adulteration we understand that another element has been added, which is likely to be something foreign to red clover. In regrading red clover seed the dealer in a measure is endeavoring to meet a certain demand for cheap clover seed. The result is that a fair grade of seed is mixed with an inferior grade, with a result that something between the two is produced. Such a combination necessarily contains a considerable amount of foulness, but still a cheaper grade is secured, which seems to find ready sale among a certain class of purchasers, who think they are getting a bargain.

There are two sorts of seed adulteration. One is the introduction of a cheaper, though not necessarily harmful, seed; and the other is the deliberately mixing in of such weeds as may be found in the screenings. Both schemes are aimed to reduce the cost of the seed without injuring its apparent value, so that a great profit will follow the sale.

Among the seeds that may be mixed with clover seed are timothy, white and alsike clover. While neither of these is harmful to the farm, they must be classed as impurities. Often the farmer mixes either of these three with clover seed himself, and considers the combination better than the pure clover. Be this as it may, the farmer had better insist on doing his own mixing. The dealer puts the two together simply because timothy yields a considerably better profit when sold at clover seed prices as compared with what it brings when offered upon its merits. The same is true of white and alsike seed. Obviously, if the farmer is to sow these seeds the economical way will be to insist upon having the clover seed pure, and buy the others separately at their own prices and mix as he wants them.

One of the favorite means of adulterating clover seed is by the addition of screenings. Obviously the latter cost little or nothing, and when added to good seed in fair quantity do not make a marked change in appearance unless one can make an effort to closely analyze a sample. Then, if he is familiar with the various seeds, he will be greatly surprised at the mixture, and if he be wise will at once determine that none of it will be sown upon his farm.

Probably there is no one seed that is used more in the adulteration of clover seed than yellow trefoil. It closely resembles red clover seed in many respects, and to the uninitiated eye may appear identical, but as a matter of fact is vastly different. There is practically no demand for the seed, but, none the less, the yellow trefoil is being imported into this country in large quantities. Since there is no use for the seed in proportion with the amount purchased, it has been argued by men who have given the matter attention that the great bulk of this seed will be used to adulterate red clover. In view of the fact that experts say that yellow trefoil seed to the proportion of nearly one-third can be added to red clover seed without seriously affecting the appearance of the supposed red clover seed so far as the casual observer is concerned, it is obvious, therefore, that yellow trefoil is one of the most available materials for lessening the cost of "red clover," and at the same time materially enhancing the profit of the dealer.

While yellow trefoil is a legume, it is not regarded with favor. The fact that there is little demand for its seed is evidence that its usefulness is not great. Its demand, however, among dealers who want to palm it off as red clover seed is considerable.

Hungarian grass seed is also used as an adulterant of red clover. The fact that the smaller seeds readily blend with the clover, added to the fact that it costs much less, renders it a valuable aid to the dealer, who makes a considerable portion of his products by adulterating and selling a material that in many cases would prove expensive as a gift.

One of the worst features of cheap seed is its effect upon the market. Sold a few cents below the first-class article, it readily discredits it and may likely drive the really good seed from the

market. That this has been found to be true is evidenced by the difficulty that one experiences in some localities in getting really first-class clover seed at any cost. Farmers have allowed themselves to be deceived so long and have encouraged the practice by buying the cheaper seeds, that the dealers are getting so in sections that it is almost impossible to buy the first-class article. The result is that dealers who would otherwise prefer to handle only a first-class grade are practically forced to go out of business simply because the cheaper grades of clover seed are in greater demand.

It is evident that while the dealer is disposing of an adulterated article, the farmer is not entirely blameless in the matter. Except for the fact that the farmer is willing to economize the dealer would not find encouragement. Added to this is the ignorance of many farmers of the real nature of the seed that they are buying, which can only be obviated when farmers learn the importance of good seed and are able to discriminate in favor of the high grades. As a rule the farmer has too much trouble in keeping the weeds that appear to be his natural heritage down instead of adding to the difficulty by annually sowing more.

CROP REPORTS

Oat seeding is practically finished in all sections of the country.

Excessive moisture has damaged wheat in the Greeley District of Colorado.

The acreage of corn and oats in some portions of Georgia is nearly double that of last year.

The wheat acreage in Indiana is about 20 per cent below last year's, but the growing crop is in excellent condition.

Wheat conditions in Oregon and Washington continue favorable and a big yield from a greatly increased acreage is promised.

Plowing and oat seeding are well under way in Pennsylvania, according to the state report. Corn planting is progressing rapidly in the southern counties.

Reports from Minnesota and the Dakotas are almost unanimous in asserting that wheat seeding has been accomplished under most satisfactory conditions.

With an acreage 10 per cent over last year the condition of wheat is 84. Corn shows a slight increase in acreage and a still further increase may be noted as the season advances.

The first crop report issued by the Canadian Northern Railway for the season shows that in some parts of the Canadian Northwest wheat seeding has been finished and farmers have commenced sowing oats and barley.

The North Dakota weekly crop bulletin says the recent snowstorm was followed by such high winds that in the northern part of the state they blew most of the snow off the plowed fields, so not much moisture was left on them.

Aside from reports of fly damage, crop conditions in Nebraska are satisfactory. Oats and spring wheat are up nicely and the damage from low temperature is slight. Plowing for corn has progressed satisfactorily and considerable has been planted.

The Michigan May report places the wheat condition at 96, as compared with 95 last month. The area seeded is estimated at 86 per cent of an average and but 1 per cent has been plowed under, as compared with 23 per cent last year. The oat condition is 98.

Reports received by F. D. Coburn, secretary of the Kansas State Board of Agriculture, from the secretaries of the county agricultural societies indicate that growing wheat is in unusually good condition with prospects for continued improvement. There are only a few reports of damage by Hessian fly and other insects.

The corn acreage in Iowa will be large this year, considerable meadow land being put in corn. The latest report of the state weather bureau says that the larger portion of the corn planting will be finished by the 15th, and that the soil generally is in fine condition. In a few localities early planted corn is coming up nicely.

The Minnesota report dated May 8 says: "Corn will not be planted generally until there is warmer weather, though a few have already begun planting in southeastern counties. The early sown spring wheat, oats and barley are standing well and look healthy, though growth above ground seems slow. In some places the stand is not very even. Clover and timothy are in good condition.

C. A. King & Co. of Toledo say that Kentucky's report for May makes the wheat condition 92, against 90 the month before. The oat area is 100 and the prospective corn acreage 100.

Reports from all sections of California promise large grain crops. In the San Joaquin Valley oats and barley are heading out and in the Sacramento Valley grain is in good condition. From Stockton comes the report that grubs, supposed to be those of Hessian fly, have been found in some wheat fields and there is some apprehension on this score.

The Missouri May report makes the wheat condition 91, against 91 last month and 81 last year; acreage, 2,230,000; corn condition, 80; last year, 65; only 52 per cent planted; oats condition, 89. In the southwest portion of the state corn planting is practically completed, but in other sections has been held up by wet weather. Wheat is making excellent growth.

The Ohio report says that the condition of wheat is 37 points higher than was the crop of last year at the corresponding time. The oats area reported is not equal to that of last year, but many fields have not yet been sown, owing to the wet condition of the ground. Plowing for corn is quite general throughout the state, but the work has been retarded in some places by the heavy rains.

Returns to the Department of Agriculture to May 1 show the area under winter wheat in cultivation was 29,723,000 acres. This is 1,432,000 acres, or 4.6 per cent, less than the area sown last fall, and 2,858,000 acres, or 10.6 per cent, more than the area of winter wheat harvested last year. Of the area abandoned or plowed under 356,000 acres are reported from Kansas, 205,000 acres (including cutting for hay) from California, and 102,000 acres from Missouri. For the 29,723,000 acres remaining under cultivation the average condition on May 1 was 92.5, against a condition of 91.6 on April 1 for the entire acreage sown; of 76.5 for the area remaining under cultivation on May 1, 1904. The average condition of winter rye on May 1 was 93.5 and 81.2 on May 1, 1904. The average condition of meadow mowing lands on May 1 was 93.3, against 85 on May 1, 1904. The average condition of spring pastures on May 1 was 92.3, against 80.5 on May 1, 1904. Of the total acreage of spring plowing contemplated 71.5 per cent is reported as actually done up to May 1, as compared with 57.3 per cent at the corresponding date last year.

A VALUABLE NEW OAT.

Kherson oats promises to become an important forage and stock feeding crop in many sections of the country since somewhat extensive trials made with it since its introduction by the Department of Agriculture have demonstrated not only heavy yields but exceptionally good returns under conditions of drouth. A very important feature of the work of the experiment stations throughout the country is in the introduction of new crops, and many valuable additions have thus been made to the list of plants which the country is capable of producing. The Kherson oats were brought from Russia in 1896. They have been pretty well tested by the Nebraska station as to their adaptability to the corn belt of the United States. An advance proof of the Experiment Station work of the Department of Agriculture says of this promising forage crop:

"The climate conditions most favorable to the growth of oats do not usually obtain in the corn belt and it has been difficult to find a variety of oats well adapted to this region. It is a curious fact that although the great corn-producing states are likewise the largest producers of oats, they are not states in which the yield per acre is high.

"The Kherson oat is a vigorous but not rank grower. The straw is short, the leaves are broad and expose a large surface. The berries are light yellow in color and have a very thin hull. It usually weighs well per bushel and matures very early. In the dry season of 1901 it showed remarkable drouth-resisting qualities."

The Kherson oat is stated to be a very heavy yielder and the indications are that in introducing this oat a great service has been rendered not only to the Middle West, where the rainfall is scant, but to other sections where drouth frequently cuts down the oat yield.

The Idaho Experiment Station has developed a strain of Eastern corn that will ripen in that state.

The Montreal Grain Elevating Company has increased its tariff of elevating charges during the present season of navigation to the following: "Vessels delivering, 5-16, vessels receiving, 5-16, or in other words $\frac{5}{8}$ cent net." The increase in the tariff is exactly 25 per cent over the old rates.

TRANSPORTATION

Surveys have been commenced by the Chicago & North-Western on a proposed branch from Rockford to Dixon, Ill., thus giving a through line from Milwaukee to Peoria.

It is reported that the Chicago Great Western has completed a survey and will soon commence work on a branch road, which will run from a point near Sycamore to Peoria, Ill., opening up new territory.

The Great Northern Railway Co. proposes to build a cut-off between Sioux City and Lincoln and terminating at Ashland, Neb., but the Omaha Grain Exchange has passed a resolution requesting the company to build the line into Omaha.

The steamship companies have made an opening rate of 2 cents per bushel on wheat from Fort William to Georgian Bay and Lake Huron ports, and 6 cents to Montreal. A number of vessels have already been chartered on this basis.

It is stated that rapid progress is being made on the western extension of the Canadian Northern Railway. By the end of September the track will be finished to Edmonton, and the line from Winnipeg to Edmonton will be 200 miles shorter than the line now available.

Something like 200,000 bushels of corn were placed for lake shipment to Buffalo on April 28, when the rate on corn was reduced to one cent. There was also a report that 250,000 bushels of corn had been worked for export on the basis of one cent for the lake carrying charges.

The new milling-in-transit rates of the Northern Pacific affecting Topeka, Kan., went into force on April 23. They provide a rate of 2 cents for the haul from Lomax on the main line up to Topeka and back for milling on all grain that is destined clear through over the Northern Pacific lines.

The Texas railroad commission has promulgated a new grain tariff, effective May 12. It makes the maximum point line rate on grain 15 cents instead of 10½ cents, and amends the rule for extra service in milling-in-transit so as to make it definite and certain. Commodity rates on cereal foods are stricken out and such foods will hereafter move on class rates.

The contract has been placed for the construction of the Danville & Indiana Railroad, which is to be used for the Chicago entrance of the Cleveland, Cincinnati, Chicago & St. Louis. About 50 miles of track will be built from Danville to a point on the Lake Shore, near Chicago, the tracks of the latter road to be used for the terminals. Work will be commenced at once.

The Spokane & Big Bend Railway Co. have filed articles of incorporation with the announced object of building an electric line from Spokane, Wash., through the towns of Creston, Reardon, Davenport and other places to a point at or near the mouth of the Spokane River. The line will tap the Big Bend wheat country, and makes the third electric company proposing to build in this territory.

Wheat started with a rush from Winnipeg at the opening of navigation, which was fully fourteen days earlier than last year. Fifteen large boats were loaded in three days and others were chartered as fast as they were reported past the Soo. The rates that will be in effect until June 1 are 2 cents to bay and lake points, 2¼ cents to Buffalo and 6 cents to Montreal, the latter rate covering marine insurance to Montreal only.

At the meeting of the chief traffic officials of the various roads east of Colorado, held in Buffalo on April 24 to consider grain rates, no definite action was taken. It was thought that this meeting would result in fixing grain tariffs and adjusting differences between the Gulf roads and the Eastern and Western trunk lines, and thus prevent a recurrence of the recent disastrous rate war. The present agreement on grain rates from Missouri River to the Gulf and the Atlantic Seaboard will continue in force until June 1.

Advices from Ottawa under date of May 1 say that the Board of Railway Commissioners has given an important decision in the matter of the complaint of the Farmers' Association of Canada against the Grand Trunk, Canadian Pacific and other railway companies in Ontario and Quebec. The farmers alleged that discrimination exists between the rates charged for the transportation of grain and of grain products, in that higher rates are charged on grain than on flour, oatmeal, etc., both of which were formerly carried on the same basis of rate. Counsel was heard both for the farmers and railway companies, and upon the re-

port and recommendation of the chief traffic officer of the board the railway companies have been ordered to reduce the rates now charged on grain to the same basis as charged on the milled products.

In reviewing the lake grain carrying trade the Chicago Inter Ocean on April 30 pointed out that while vessel owners are complaining about business in the grain trade, they lose sight of the fact that the situation is much better at the beginning of the season this year than it was last spring. During the month of April, which constituted practically three weeks of vessel chartering, the quantity of grain forwarded by lake was approximately 4,000,000 bushels. Last season the first shipment of grain did not go out until the week ending May 14, virtually a month later than the present season. The movement of grain by lake so far this year compares very favorably with that of almost any month last year except August. However, Chicago does not appear to be holding its old-time prestige as a lake grain shipping point. The records show that in April, 1903, shipments were nearly 10,300,000, and in April, 1902, the amount forwarded was 6,600,000 bushels.

Rates on oats and corn from Chicago to all Atlantic Seaboard points were reduced May 8, as a result of a meeting held in Chicago on May 5. The new rates are as follows: Corn and oats, domestic—Chicago to New York, 15 cents; to Boston, 17½ cents; to Philadelphia, 13 cents, and to Baltimore, 12½ cents. Corn and oats, export—Chicago to New York, 12½ cents; to Boston, 12½ cents; to Philadelphia, 11½ cents, and to Baltimore, 11 cents. Corn and oats products, export—Chicago to New York, 14 cents; to Boston, 14 cents; to Philadelphia, 12 cents, and to Baltimore, 11 cents. From this it will be seen that the old differentials on domestic shipments remain in effect, i. e., Boston, two cents above New York; Philadelphia, two cents below New York, and Baltimore, three cents below New York. On export shipments, however, the Boston rate is the same as New York, while Philadelphia and Baltimore have a differential under New York of only one cent and 1½ cents, respectively. With reference to the above Pope & Eckhardt Co., Chicago, says in its market letter of May 5: "As yet the Western lines give no indication of any change in their proportion of a through rate, though, doubtless, the total rates in the interior points will be made to comply with the new basis."

PECULIARITIES OF BARLEY.

I cannot understand why some writers call barley a tender plant, since it can be raised in almost any climate from the torrid zone to the arctic circle, and on almost any kind of soil. Barley will acclimate itself more readily than any other grain, and in general it thrives and ripens notwithstanding exposure to many adverse circumstances, which wheat and other grains will not do. I have in a past season planted a Minnesota barley, and in order to make the experiment more correct, picked out the light barley, or the so-called "shoe-pegs," and planted each separately, also the unassorted barley, and I was greatly surprised to find that even these long, thin shoe-pegs did very well. The ground was in excellent condition and had sufficient moisture. In a dry season I think it would not have done so well. The large kernels showed up best, and the unassorted was truly very much of a mixture. It goes to show that nothing but the heavy kernels should be selected for seed, if a crop of barley is desired which will grow uniform and ripen at the same time.

Barley has many peculiarities; for instance, the beards form a protection; so that no matter what the weather is, two kinds of barley can be planted side by side without mixing, or creating another species. This, however, is not a very good feature, as it makes it harder to develop new types. But I think means will be found, other than we have now, to raise other types; and I am making many experiments in that direction, and hope at some future day to be able to report success.

There are only two distinct types of barley—the parent six-rowed and the two-rowed. The other type, which is called four-rowed, is really nothing but a six-rowed. It has the four rows near the top of the heads; is called common barley, and is mostly raised in Scotland. It is not like our so-called Scotch barley. The barley we call Scotch is six-rowed and has six rows of kernels from top to bottom of head. It is the same with the claim that some make that our Scotch barley comes from Canadian seed.

Many maltsters know that at one time the Eastern brewer would not use malt made of Western barley, and thought it very much inferior to that of malt made from Canadian barley. What did the Western maltster do in order to introduce his malt in the East? He told the Eastern brewer that the malt was made from barley which was

raised from Canadian seed. The maltsters told this story so often that they at last themselves believed it was true; and the very men that made this claim that our Scotch barley came from Canadian seed told me a different story, some fourteen or fifteen years ago, which I have on record among a good many other data.

Our Scotch was originally a winter barley; and the true six-rowed barley was a Pomeranian barley which was a white winter barley, and this same winter barley was first planted as a winter barley in the state of New York. I know of a farmer who raised it and got as high as 70 bushels to the acre. He also sowed the same grain later as a spring barley, or summer barley, but it did not do so well. This barley moved from New York state along the lakes and into Michigan, then south to Ohio, Kentucky, Missouri, and from Northern Kentucky it was brought north to Iowa, Wisconsin and Minnesota and sown as a summer barley.—W. H. Prinz, in American Brewers' Review.

PERSONAL

Oscar Bradshaw of Ethan, S. D., has taken charge of A. H. Betts' elevator at Armour, S. D.

Oscar Johnson will have charge of the John Miller Co.'s elevator at Brooten, Minn., this season.

L. W. Wells will have charge of the St. John Elevator Co.'s house at Amboy, Minn., after August 1.

Claude Parks of Glenwood, Minn., has removed to Lansford, N. D., where he will have charge of an elevator.

E. T. Hanson, grain buyer for the Atlas Elevator Co. of Garretson, S. D., has invented a grain door for freight cars.

C. W. Oxley has resigned as buyer for the W. W. Cargill Co. at Minnesota Lake, Minn., and gone to the Pacific Coast.

F. E. Hailey has been appointed manager of the grain and lumber business of Nash, Robinson & Co. at Marlin, Texas.

A. J. Foss, who has been agent for the Northwestern Elevator Co. at Pipestone, Minn., has moved to Hudson, Wis.

G. J. Flaa, who has been in charge of the State Elevator at Madison, Minn., has accepted a similar position at Boyd, Minn.

Amasa P. Button has been engaged to manage J. A. R. Corwin & Son's grain store at Chelsea, Vt., during the summer.

H. L. Zwiener, an experienced grain man, will take the management of the Farmers' Elevator at Ortonville, Minn., August 1.

H. C. Webb, an elevator man of Deering, N. D., and Miss Lillian Beal of Hayward, Wis., were married recently at Minot, N. D.

Thomas Chandellor, for the past year with the Spencer Grain Co. at Wheaton, Minn., has taken a similar position at Knox, N. D.

Richard Compton of Cropsey, Ill., has been appointed traveling auditor for the Rogers Grain Co., with headquarters at Bloomington, Ill.

A. G. Goodwin, who has been engaged in the grain business at Topeka, Kan., for several years, has been appointed chief of police of that city.

H. C. Calvert, manager of the Bemidji Elevator Co. of Bemidji, Minn., has been elected president of the recently organized Calvert-Smith Land Co. of that place.

Arthur Van Tassel, foreman at the Royce-Coon Grain Co.'s elevator at Bowling Green, Ohio, has been appointed engineer at the government school at Lapointe, Wis.

H. J. O'Connell, who has been manager of the Jones Elevator Co.'s house at Hastings, Minn., since last August, has accepted a traveling position with the same company.

J. Barry Mahool, of the Baltimore grain commission firm of Frame, Knight & Co., was re-elected a member of the First Branch City Council of Baltimore at the election of May 2. He represents the Twelfth Ward of that city.

W. R. Bruce, who has been in charge of the O. A. Talbott Grain Co.'s business at Ellston, Iowa, has moved to Glenwood, Iowa, and will have the management of the company's interests at that place. A. H. Geist succeeds him at Ellston.

C. R. Kendig was elected president of the Central Elevator Co. of Baltimore, Md., on April 25, succeeding George C. Wilkins. The new president has been superintendent of the Central Elevator Co. since its organization. He is a native of Pennsylvania, but has resided in Baltimore for about twenty-eight years. He was a freight agent in the

service of the Pennsylvania Railroad Co. for 27 years, and resigned to become superintendent of the elevator company.

Charles Minot, who has been agent for the Interstate Grain Co. at Morris, Minn., has accepted a traveling position with that company.

Horace Smith, an aged grain dealer and merchant of West Chesterfield, N. H., had his right leg broken at Brattleboro, Vt., on April 20. His team became frightened at the escaping steam from a locomotive, and he was thrown from his wagon. Mr. Smith is about 80 years old.

MORE MANITOBA RESOLUTIONS.

At a meeting of the Grain Growers' Association, Hamiota branch, at Hamiota, Manitoba, recently, the following resolutions were adopted:

Whereas, Many of the grain dealers, commission merchants and elevator companies who buy grain in car lots on track are in the habit of holding back the balance of purchase money due the shipper, in some cases weeks and even months after they receive the certificate of weight and grade from terminal points; and,

Whereas, Sub-section 2, of Section 62, of the Manitoba Grain Act provides that the said balances of purchase money shall be paid to the shipper within 24 hours after receipt of said certificates; therefore,

We beg to suggest that in order to enable the shipper to take advantage of this clause, the Warehouse Commissioner should require the agents at terminal points to issue duplicate certificates to the shipper whose name appears on the bill of lading at the same time as original certificates are issued to purchaser, in cases where bill reads advise purchaser.

Whereas, Great dissatisfaction exists with the present system of grading wheat, owing to the spread in price between grades, reducing the lower grades below what we believe to be the true value of the wheat; therefore,

We beg to advise the provincial association to use every effort to have a sample market established in Winnipeg, and to have Winnipeg made an order point on the railroads, believing that would relieve the difficulty to a large extent.

Resolved, That provincial executive be requested to make arrangements with the Warehouse Commissioner to furnish official Fort William prices at the close of the market each day by wire, during the busy shipping season, to any local association requesting such.

That in the opinion of this Association it is necessary to protect the interests of the producer, that two deputy warehouse commissioners be appointed, one of whom shall be a resident of Brandon or some other central point in the western part of the province.

That a list of all the individuals, firms or corporations who have taken out a license and given bonds for the purpose of handling grain on commission, or for buying grain in car lots on track, be published each year by the Warehouse Commissioner, showing amount of bond carried by each; said list to be distributed to any local association asking for the same.

WHY NOT, INDEED?

At the fourth annual dinner of the Community of Freight Traffic Interests, held at the Arkwright Club, New York City, recently, which was attended by railroad and steamship freight agents and managers of the traffic departments of large manufacturing corporations, Charles F. Moore, while poking more or less fun at the idea of government control of rates, among other things said: "I know what the government's plan is, and I will take you into my confidence. The President of the United States is to be president, ex-officio, of all the railroads, and the secretary of commerce is to be the general manager of all the railroads. You call up the President by long-distance 'phone (reverse charges) and he will give you your rate. That beats the present method of writing to the third assistant freight agent for a rate and getting a reply from the office boy after the shipment has been made, and then fighting for your rebate. (Laughter.)

"The board of directors will not be abolished. They are needed to sell bonds to meet [or make?] the annual deficit.

"But seriously speaking, is there any good reason why the government should not exercise some limited and reasonable control? When you want land for a railroad you like to have the government step in and say what you shall pay a man who wants an exorbitant price. The shipper should have the same opportunity, if he thinks you are charging too much. The railroad can't exist without the shipper. Each man should help another and in doing so help himself."

FOREIGN NEWS

Spain has reduced the import duty on grain one-half, owing to scarcity.

Russia oats are said to be arriving at the coast from various parts in a wet and heated condition.

Some Queensland barley tested in England has been found to be so excellent that an English firm of masters has established a malt house at Too-woomba.

Complaint has been made of the grain shipping facilities at Bahia Blanca, Argentina. They are fairly good, but are much overtaxed by the current crop shipments.

An English grain dealer in bankruptcy was recently suspended for two years from discharge on the ground that he was a gambler. It appeared that on capital of but about \$8,500 he had bought grain to the amount of near \$5,000,000. He failed for about \$50,000 and was able to pay only about 5 per cent.

When R. & H. Hall, grain dealers at Dublin, Ireland, announced that they would build grain elevators at Ferrybank, objection was made that their doing so would throw a number of quay porters out of their jobs, and the project was on that account held up by the harbor authorities. The firm having agreed, however, to pension all those thrown out of work, they were permitted to go on with their improvement.

A bit of smart work in the way of grain discharging was recently done at Leith by the grain elevator, says The Miller, London. The Maryland, a vessel of 1,818 tons, came alongside the elevator on Tuesday, March 21, with a cargo of 80,000 bushels of maize from Baltimore via London, and some general cargo consisting of American produce. The general cargo was discharged first, and after that the grain was tackled, and this big lot of grain was discharged by the elevator in 16 hours. The vessel, after loading bunkers and part general cargo, sailed again on the following Friday for Philadelphia via London.

It is reported that a company has been formed to take up and work the concession granted by Argentine congress for a port at Samborombon. B. A. The capital is to be £7,000,000. The only other ports along this coast are Bahia Blanca and La Plata. The "Review of the River Plate" believes that the advance which has been made in the province of Buenos Ayres during the past few years in agriculture is nothing to what will take place during the next ten; estates which to-day are used for sheep rearing will, before long, be converted into grain fields; moreover, the climatic conditions are far superior to those ruling in the provinces of Santa Fe and Cordoba. The bay of Samborombon is said to be an ideal place for a port.

The Buenos Ayres Handels Zeitung of April 1 says that "Centro de Cereales" was trying to arrange with "Centro de Navegacion" for a common bill of lading for parcels, based on the usual London parcel bill of lading. At time of writing it was thought an arrangement would be made, and as a consequence there had been a sharp fall in freight rates for parcels on liners. A number of the chief grain firms have petitioned the minister for public works to support them in their action against the Southern Railway, on which line there has been so much trouble this season. Scarcity of labor was hindering the gathering of the corn crop; owing to the large acreage under the crop this year a large number of laborers are required, and as it does not seem possible to obtain all that are needed it is feared that some of the grain may be damaged before it is secured.

No less than 30 years ago it was announced that the government of Russia were about to erect numerous and extensive grain warehouses and elevators at both port and internal stations so as to provide safe storage for the huge quantities of cereals which are usually set in motion during the damp autumn months. Some insignificant thing was done, but practically every year since then complaints have been repeated without having any effect, and in 1902 there were at one time over 50,000 wagons, uncovered, and waiting to be sent forward. Last year at harvest time there were immense quantities in the east and southwest—just the countries farthest from the market—and the difficulties were enormous, owing to the lack of accommodation both in store and in wagons, and as a consequence a vast amount of wheat was in a state of incipient germination. More than once during the recent winter we cautioned buyers on this side regarding the danger of having this kind of stuff foisted upon them, and we are sorry that,

notwithstanding these cautions, a fair amount has found its way into British mills.—The Miller, London.

The grain elevators at Venice have been equipped with new handling machinery. Their storage capacity is over 97,000 tons.

Germany's consumption of wheat has risen to 5½ bushels per capita (1902-03), whereas in 1890-91 it was estimated at only 2½ bushels.

REMARKABLE WHEAT CONVEYOR.

In attempting to avoid a long wagon haul over mountainous roads, the farmers in the vicinity of Wawawai, Wash., on the Snake River, have evolved one of the most remarkable wheat conveyors in this country. It is nothing more nor less than a bucket tramway, which carries the grain down the



WASHINGTON WHEAT TRAMWAY.

steep bluffs to the river a distance of 5,150 feet, from an altitude of 1,700 feet, where it is loaded into steamers and carried to Portland.

The workings of the tramway are extremely simple. At the top of the bluff is a large warehouse and on the river bank is another one, the tramway operating between the two. It consists of a strong steel wire cable, capable of supporting a very heavy strain. This endless cable is nearly two miles long and is supported at frequent intervals, each support having a lubricated iron pulley, over which the cable runs. Strung along the cable at distances of 80 feet apart are carriers, each capable of holding a sack of wheat. There are 128 of these carriers, and while 64 are constantly descending to the lower warehouse loaded, the remaining 64 are going up empty to be reloaded.

The tramway is operated by gravity. At the upper terminal is an eight-foot cast-iron wheel, fitted with a patent ratchet grip, through which the cable passes. The speed is regulated by a smooth band-iron grip-brake. A man at the brake lever controls the entire tramway at all times when in operation. At the upper warehouse the sacks of grain are placed on the carriers as they pass, the loaded carriers keeping the cable running. The carriers are unloaded at the tower of the lower warehouse and the grain is stored to await shipment or sent direct to the waiting steamer.

The tramway easily handles 200 tons of grain in 10 hours, and frequently handles from 75,000 to 80,000 sacks of wheat in a season. Farmers for

miles around haul their grain there, as it saves them trips of from 15 to 20 miles to the nearest railway station. The engraving shows the tramway in operation.

MANITOBA GRAIN GROWERS' AND GRAIN DEALERS' CONFERENCE.

A conference of representatives of the Manitoba Grain Growers, the Winnipeg Grain Exchange, Winnipeg Board of Trade and the Northwestern Grain Dealers' Association was held at Winnipeg on a recent date. The press and the public were excluded from the meeting, but on its adjournment the following statement was published by R. C. Henders of Culross, who acted as secretary of the Conference:

Winnipeg as a Sample Market.—The first question brought up for consideration was, "The advantages or otherwise of making Winnipeg an order point and sample market." The question was discussed at length the first day, was taken up again the second day and finally resolved unanimously "That in the opinion of the Conference the time had not come that such legislation should be asked for."

In the course of the discussion on this question, Wm. Whyte said that the making of Winnipeg an order point would not be of any direct benefit to the producers of wheat and as there were no very large milling interests established he could not see that the establishing of an order point would be of benefit to anyone. He made a strong point of the wisdom of the farmers in striving to place a high uniform grade of wheat on the foreign markets.

Car Inspection.—The next point discussed was, "Resolved that, in the opinion of this Conference, when a car of wheat from any source is once submitted for inspection and sampled for grading by an official of the inspection department, such car shall be considered officially inspected, even though the certificate has not been issued by the chief inspector." After lengthy discussion this resolution was withdrawn, as the support was not unanimous.

Permanent Survey Board.—The question of a permanent survey board was introduced by W. R. Saunderson of Indian Head, his reason for the resolution being that the farmers would have more confidence in a permanent board and would make use of it more freely.

W. R. Motherwell, in speaking to the resolution, said that a suspicion now existed, the personnel of the board being all grain dealers.

W. H. McWilliams, speaking in defense of the present system, said the Survey Board when called together did not know whether the wheat belonged to an elevator, a member of the Exchange or was farmers' wheat; neither did they know the inspection made by Mr. Horne. They were, therefore, entirely unbiased in their decision, which was made purely on the merits of the wheat.

Mr. Horne thought the present system was the most workable.

The resolution was finally carried in the following form: "That in the opinion of this Conference there should be a permanent salaried Survey Board consisting of three properly qualified members, one of whom should be appointed from among the producers."

The Conference also unanimously endorsed the resolution recently passed by the Board of Trade, asking for the appointment of a sub-committee of the Grain Standards Board to act on behalf of the Board in the matter of the fixing of commercial grades of wheat in cases where samples have not been available at the time of the meeting of the board.

The Illinois Board of Railroad and Warehouse Commissioners has appointed the following committee on appeals on grain inspection for East St. Louis: H. J. Gee, foreman Union Elevator Company, East St. Louis; W. H. Sutherland, Cairo; T. P. Baxter, Taylorville.

Havre, France, imported 25,814 tons of wheat in 1904, compared with 90,920 tons in 1903, of which 14,520 tons in 1904 and 67,877 tons in 1903 came from the United States. There were 42,600 tons of corn imported, as compared with 58,016 tons in 1903, a decrease of 15,416 tons. The imports from the United States were 16,192 tons, against 34,483 tons in 1903. This falling off, says Consul Thackara, was mostly owing to the poor condition in which the corn cargoes from the United States arrived at their destination. In nearly every case they were damaged from the heating of the grain, and, in consequence, the importers suffered heavy losses. Up to March 1, 1905, the new crop of 1904 came forward in larger quantities, the grain has been in an excellent condition, no complaints have been received from the local dealers, and the prospects are that there will be a good trade in American corn during the season.

LATE PATENTS

Issued on April 11, 1905.

Pneumatic Conveyor.—James M. Akers, Gays, Ill. Filed May 4, 1904. No. 786,791. See cut.

Issued on April 18, 1905.

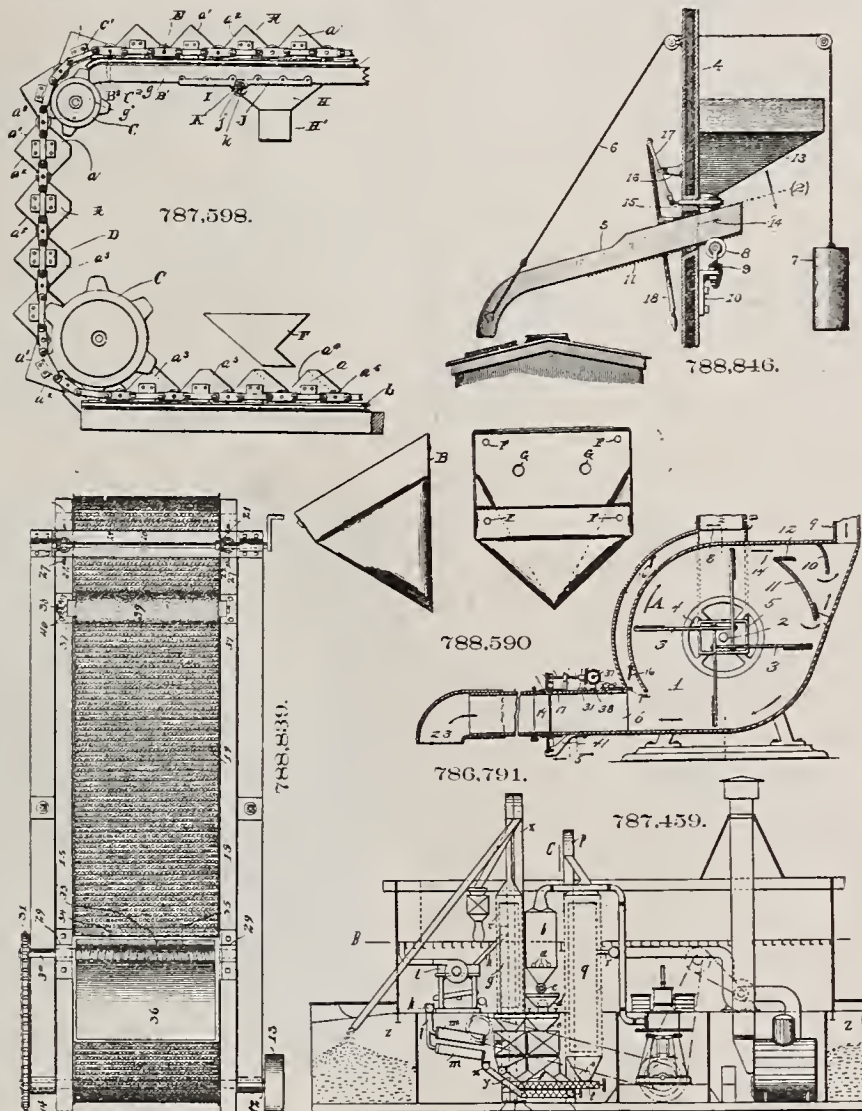
Apparatus for the Conveying of Grain to or From Ships.—Willy Meyer, Hameln, Germany. Filed Feb. 4, 1903. No. 787,459. See cut.

Conveyor.—Alfred J. Webster, Columbus, Ohio, assignor to Joseph A. Jeffrey, Columbus, Ohio. Filed Nov. 30, 1897. No. 787,598. See cut.

Portable Conveyor.—Freeman R. Willson Jr., Columbus, Ohio, assignor to Joseph A. Jeffrey, Columbus, Ohio. Filed April 24, 1900. No. 787,601.

Issued on April 25, 1905.

Conveyor Loading Device.—Freeman R. Willson



Jr., assignor to Joseph A. Jeffrey, Columbus, Ohio. Filed May 22, 1902. No. 788,180.

Issued on May 2, 1905.

Elevator Bucket.—Georg Nikel, Geislingen, Germany, assignor to Albert F. Dietz, New Salem, N. D. Filed Dec. 2, 1904. No. 788,590. See cut.

Machine for Grading Grain.—Alexander P. MacDonald, Chicago, Ill. Filed Dec. 18, 1901. No. 788,839. See cut.

Chute.—Henry H. Porter Jr., Chicago, Ill. Filed Oct. 17, 1902. No. 788,846. See cut.

Conveyor Tube.—Andrew A. Smith, Paonia, Colo. Filed Feb. 23, 1905. No. 788,956.

CORN IN THE DAKOTAS.

South Dakota has already begun to figure as a corn state, but practically all the production has been fed in the state; and with the passing years there is certain to be a larger production of maize for feeding purposes, if not for export, since there is now no doubt of the adaptability of certain strains of corn to the soil and climate of that state.

In North Dakota, however, it is probable, says Prof. J. H. Shepperd of the North Dakota Experiment Station at Fargo, that "the future possibilities of corn growing in North Dakota will not be truly forecast for some years to come." Several varieties of both dent and flint corn have been established that are generally sure to ripen in North Dakota; and it has also been found that the corn grown in this northwestern district carries a higher

percentage of protein than that produced further south, and as protein is the most important and most expensive element contained in stock foods, the advantage which comes from this peculiarly changed composition is apparent.

North Dakota corn, however, is usually fed upon the stalk and is planted somewhat more thickly in the hill than is recommended for the corn belt, where the ear is the chief consideration and the stalk, blade and husk are considered of little value. Corn which is produced in the so-called "corn belt" has about one-third of the food value in the stalks, blades and husks and two-thirds of it in the ear, while in North Dakota it is probable that a larger proportion of the digestible matter is contained in the fodder.

A trial made at the North Dakota station by planting corn at the rate of 1, 2, 3, 4, 5 and 6 kernels in a hill has given the best results from the very thick planting represented by six stalks to the hill. The yields of corn and fodder have been very encouraging, as they represent an average of about three and a half tons of fodder and thirty bushels of corn per acre. It is probable that no

other field crop will yield as large an amount of digestible stock food as the corn plant, which, together with its preparatory effect upon the land for small grain, makes its value very much greater than an inexperienced person would surmise.

In years when the rainfall is too light for small grain, corn land usually yields splendid crops of grain, despite the dry weather. In the season of 1900, when the entire Northwest suffered from a lack of moisture (more than it has during any other year in its history), land which had produced a crop of corn the previous year gave a twenty-bushel wheat crop, while fields which had produced wheat for five or six years without a change produced a yield of only four to five bushels per acre. Corn has great value in assuring a crop in dry seasons, for in such years a high market price and the certainty of obtaining a crop means much more to the grain grower than it does in good seasons. Corn represents an added crop for North Dakota land owners, and it also assures a larger total yield of wheat upon an acreage which it reduces by at least one-fourth.

Night loading of grain has been prohibited at Canadian lake ports on the ground that the grain cannot be properly graded. Sunday loading is also prohibited.

William Kramer has been elected president of the Grain Dealers' Club of Cincinnati to succeed Harry H. Hill, lately of the Metzger-Hill Grain Co., who has retired from business. W. R. McQuillan was elected a member of the executive committee.

FLAXSEED

A report states that the flax mill at Spencer, Iowa, is about to go out of business on account of the great decrease in the flax acreage of that section.

A large acreage of Northern Idaho is being planted to flax this season. Buyers have contracted with the farmers to furnish seed and pay 99 cents a bushel for the seed at harvest time. It is also agreed that should the prices increase on the Eastern market a similar increase will be made to the growers.

March exports of flaxseed amounted to 45 bushels, valued at \$52, as compared with exports of 7 bushels, valued at \$7, for the preceding March. For the nine months ending with March 1,088 bushels, valued at \$1,439, were exported, as compared with 757,977 bushels, valued at \$820,207 for the corresponding period ending with preceding March.

No flaxseed was exported during February. Four bushels, valued at \$8, were exported during the preceding February. For the eight months ending with February the total exports of flaxseed amounted to 1,043 bushels, valued at \$1,387, as compared with 757,970 bushels, valued at \$820,200, exported during the eight months ending with the preceding February.

Imports of flaxseed for the month of March amounted to 2,583 bushels, valued at \$2,776, as compared with 8,669 bushels, valued at \$10,727, for the preceding March. The total imports of flaxseed for the nine months ending with March aggregated 92,253 bushels, valued at \$81,686, as compared with 15,089 bushels, valued at \$18,951, for the nine months ending with the preceding March.

Under the head of "The World's Flax Crop" the Duluth Commercial Record of May 9 says: "Production of flaxseed in bushels, as stated in the report of the Department of Agriculture:

	1903.	1902.
United States	27,301,000	29,285,000
Argentina	30,076,000	14,371,000
Russia	17,997,000	20,173,000
Other Europe	4,606,000	3,432,000
British India	19,263,000	14,077,000
Other countries	742,000	744,000

Total, bushels

"The 1904 crops would be somewhat larger than the 1903 crops, but details are not sufficiently exact to make an estimate at this time. Private estimates and the movement would suggest the following as about the 1904 crop:

Argentina	40,000,000
United States	22,000,000
India	22,000,000
Russia	17,000,000
Other countries	5,000,000

106,000,000

"The 1905 crop promises to be considerably less, as it is now known that Argentine and India will both fall materially behind last year."

Another speed record was made recently in loading corn into cars to go East from a Chicago elevator. At 12:30 April 15 McReynolds sold 25,000 bushels of corn to go out on the Erie at Hammond. Cars were switched to the Indiana Harbor road, delivered to the Fort Wayne, to the McReynolds elevator at South Chicago, loaded, cooped, switched back to the Indiana Harbor, to the Erie, and left Hammond at 10:30 Saturday night, the entire operation taking ten hours.

Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

MAKE YOUR WANT KNOWN.

There are few mind readers and when you want to convey an idea to a grain shipper or receiver it's best to either put it in type or shout it at him. The "American Elevator and Grain Trade" reaches a large class of readers who will read your wishes if you have them put in type in these columns.

BUSINESS CHANCE.

Five thousand dollars additional capital required to operate a transfer, cleaning and mixing elevator in connection with our established grain commission and track buying business, located in a city with all railroad advantages. This is a splendid opportunity for a good grain man. Address at once
A. B. C., Box 5, care "American Elevator and Grain Trade," Chicago, Ill.

MACHINERY WANTED**WANTED.**

Four second-hand gravity cleaners. Must be in good condition.
D. ROTHSCHILD GRAIN CO., Davenport, Iowa.

HELP WANTED**WANTED.**

Young man stenographer and bookkeeper, Ben Pitman writer preferred. Must be able to take charge of correspondence. Give experience and reference. Address
BOX 592, Findlay, Ohio.

SITUATIONS WANTED**POSITION WANTED.**

As manager or helper in elevator. Can furnish the best of reference. Am 34 years of age. Have had 12 years' experience. Am a good accountant. Want position on or before June 1. Address
E. A. B., Box 5, care "American Elevator and Grain Trade," Chicago, Ill.

GRAIN WANTED**GRAIN WANTED.**

Wanted—Feed barley and new No. 2 and No. 3 rye.
W. H. SMALL & CO., Evansville, Ind.

WANTED.

In car lots, White Cob, Southern Paragon and millet. Quote, with samples.
MANITOWOC SEED CO., Manitowoc, Wis.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

FOR SALE.

Lands in central South Dakota at right prices. A first-class investment and safer than a bank. Address
J. S. IRWIN, Blunt, S. D.

MONEY IN YOUR POCKET.

If you want to change that second-hand machine into money advertise it in this department. Or if you have a grain elevator to sell or rent, or wish to buy, make your wants known through these columns.

MACHINERY**FOR SALE.**

One 35-horsepower Corliss engine and one 50-horsepower boiler in good condition. Address
W. H. BICKEL, Vinton, Iowa.

FOR SALE.

One three-horsepower Fairbanks Gasoline Engine, almost new.
WELLINGTON MILLING & ELEVATOR CO., Wellington, Kan.

FOR SALE.

Otto Gas or Gasoline Engine, 38 horsepower, good as new, but too small; now being replaced by 75-horsepower engine. Will sell cheap for cash, or a little cash and balance on time, payments to suit. Address
THE H. L. STRONG GRAIN CO., Kansas City, Mo.

GRAIN AND SEEDS**EAR SEED CORN.**

To the trade at \$1 per bushel, f. o. b. Chicago, sacked. We advertise for you. Send for advertising proposition and catalogue, which shows recommendation from Professor Holden.
GUERNEY BROS., Elk Point, S. D.

AMES SEEDS.

Pure bred, choice, re-cleaned and selected. Reid's Yellow Dent Ear Corn, \$2.75 per bushel; Speltz (bags free on above), 75 cents per bushel; Choice Medium Red Clover (bags 20 cents), \$9.00 per bushel; Choice Timothy (bags 20 cents), \$1.50 per bushel. On track Ames, Iowa. Samples furnished on request. Send order, accompanied by draft, to
B. A. LOCKWOOD GRAIN CO., Des Moines Iowa.

SCALES**SCALES FOR SALE.**

Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free.
CHICAGO SCALE CO., 299 Jackson Boulevard, Chicago, Ill.

ELEVATORS**FOR SALE.**

Modern elevator for sale. New; 40,000 bushels; at good grain point; \$7,500; easy terms. Address
C. J. MEYER, Peotone, Ill.

FOR SALE.

A 15,000 to 20,000 bushel elevator, with good feed and machinery business in connection, in good residence, school and church town. Address
LOCK BOX 68, Traer, Iowa.

FOR SALE.

A good paying elevator, feed, coal and produce business in a good county seat town of 3,000 in Iowa. Good reasons for selling. Price, \$5,000. Address
BOX 188, Marengo, Iowa.

FOR SALE.

First-class, modern cleaning, grading and transfer elevator. Track and hopper scales, power shovel, automatic loader, best of cleaning and grading machinery; fine location. Good reasons for selling. At "snap" price if sold soon. Address
W. C. HAYWARD, Davenport, Iowa.

FOR SALE.

Good elevator in central Ohio. Cribbed construction, 12,000 bushels' capacity, 22-horsepower gasoline engine; hopper, wagon and platform scales. In splendid farming country. Good wheat, corn, oats and hay point. Only elevator in town. Only reason for selling is physical infirmity. Address
LOCK BOX 327, Marion, Ohio.

FOR SALE.

Good elevator and coal business in town of 4,000. Capacity of elevator, 12,000 bushels; 25-horsepower engine; Bowsher Feed Mill; loading-out hopper scale. Everything in good condition. Excellent coal business and retail feed trade. Price, \$5,500. Located at Chicago Junction on B. & O. R. R. Address
E. E., Box 5, care "American Elevator and Grain Trade," Chicago, Ill.

Here's another bargain: Horizontal slide valve engine—70 H. P. Best of condition. Good as new. Price, \$200. Can be seen at our works.
H. W. Caldwell & Son Co. - - - Chicago

NOTICE TO THE TRADE

The Perfection Grain Drier has been placed in the hands of Weller Mfg. Co., Chicago, Ill., for manufacturing and selling. All parties are hereby notified to refrain from doing business with any other firm or individual that infringes on this machine.

TWEEDALE & HARVEY, Patentees

FOR SALE

Paxton Mill,	-	Harrisburg, Pa.	1,200 bbls.
Swartley Mill,	-	Doylestown, Pa.	120 "
Mingle-Fulmor Mill,	-	Hatboro, Pa.	100 "
Gochner Mill,	-	Boiling Springs, Pa.	100 "
Columbia Mill,	-	Columbia, Pa.	150 "
Loucks-Codorus Mill,	-	York, Pa.	125 "
Freed Mill,	-	North Wales, Pa.	100 "

C. H. DEMPWOLF, YORK, PA.

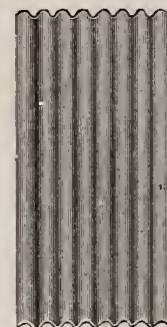
Burlap Bags!! Grain Bags!!

ALL SIZES MADE TO ORDER

W. J. JOHNSTON, 182 Jackson St., Chicago.

ROOFING AND SIDING.**SYKES STEEL ROOFING CO.**

611 So. Morgan Street, Chicago

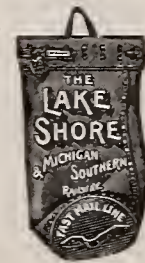
**MAKERS OF FIREPROOF WINDOWS**

WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc.

We make a specialty of

Corrugated Iron and Metal Roofing For Grain Elevators

And take contracts either for material alone or job completed. Write us for prices. We can save you money.



Grain Dealers' National Association

NIAGARA FALLS, N. Y.

June 2-3, 1905

For the exclusive use of those who will attend the above meeting,

THE LAKE SHORE

Is arranging to provide extra sleeping cars on "The Lake Shore Limited," leaving Chicago at 5.30 p. m. Thursday, June 1st, arriving Niagara Falls at 8.40 a. m. the following morning.

The character and composition of this train is so well known to the traveling public that it needs no introduction. Its observation compartment, standard sleeping cars, buffet-library and dining cars, electric lighted throughout, afford all the comforts and conveniences known to modern travel.

THE RETURN SERVICE

The "Limited Fast Mail," leaving Buffalo 7.25 p. m., arriving Chicago 7.50 a. m., and the "Boston Special," leaving Buffalo 11.45 p. m., arriving Chicago 12.10 noon, afford most desirable service for the return trip.

A rate of one and one third fare on the certificate plan has been authorized for the occasion. This rate will be available leaving Chicago as early as May 30th; good returning, leaving Buffalo not later than June 7th.

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BUFFALO

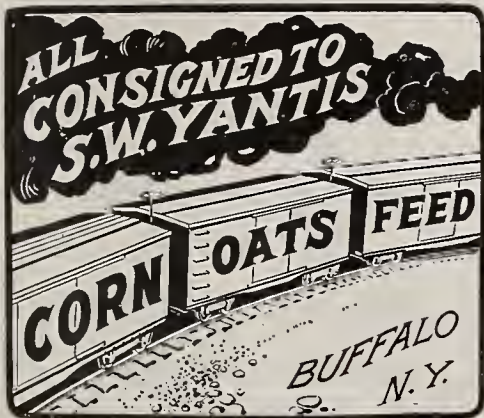
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Alder & Stofer COMMISSION MERCHANTS

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83 Chamber of Commerce,
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AUTHORIZED CAPITAL \$500,000.00

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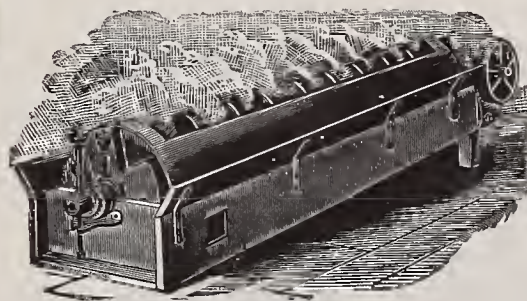
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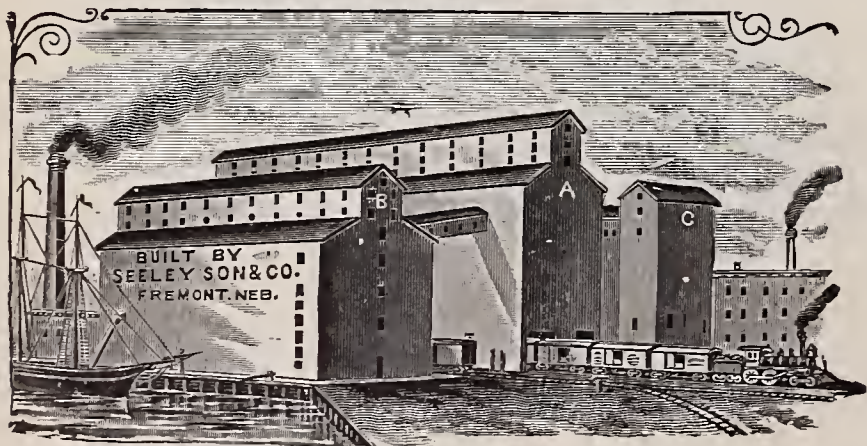
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EXPORT ELEVATOR, Buffalo, N. Y.	1,000,000
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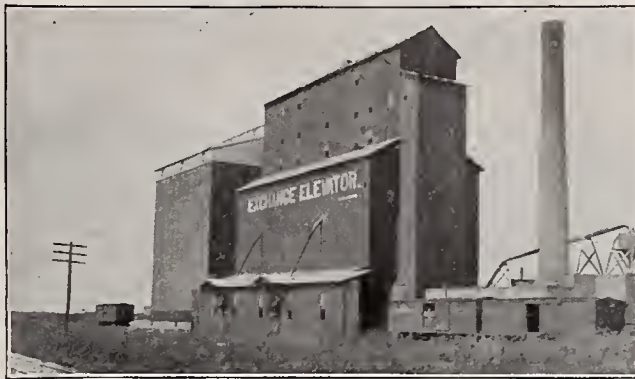
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Working house capacity 150,000 bushels.

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North Star Malting Co.,	500,000	David Stott Milling Co., Detroit,	200,000
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Frisco Ry. Elevator, Kansas City,	700,000		

We have under construction at the present time the following plants:

Schlitz Brewing Co., Milwaukee,	550,000	Texas City Imp. Co., Texas City, Tex.,	500,000
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C., St. P., M. & O. Ry. Co., Itasca,	1,125,000	Grand Trunk Elevator, Portland, Me.,	1,000,000
Belt Line Elevator, Superior,	2,500,000	F. H. Peavey & Co., No. 1,	1,750,000
Superior Terminal, Superior,	2,500,000	Interstate Elevator, Minneapolis,	1,000,000
Pittsburg & West Ry., Fairport, O.,	1,000,000	Texas Pacific Ry. Co., Westwego, La.,	1,000,000
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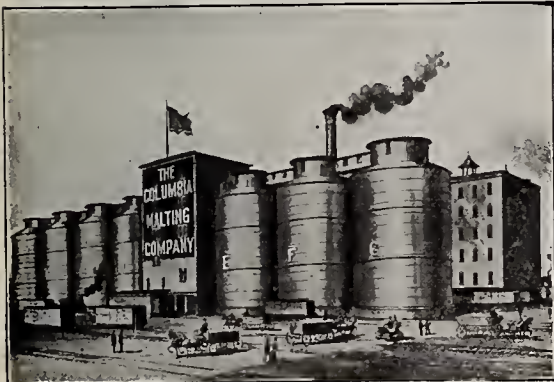


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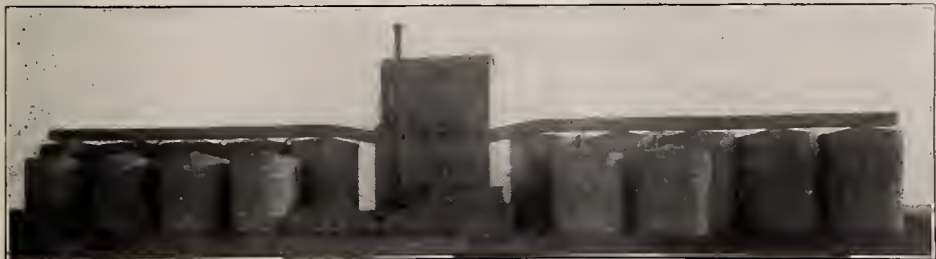
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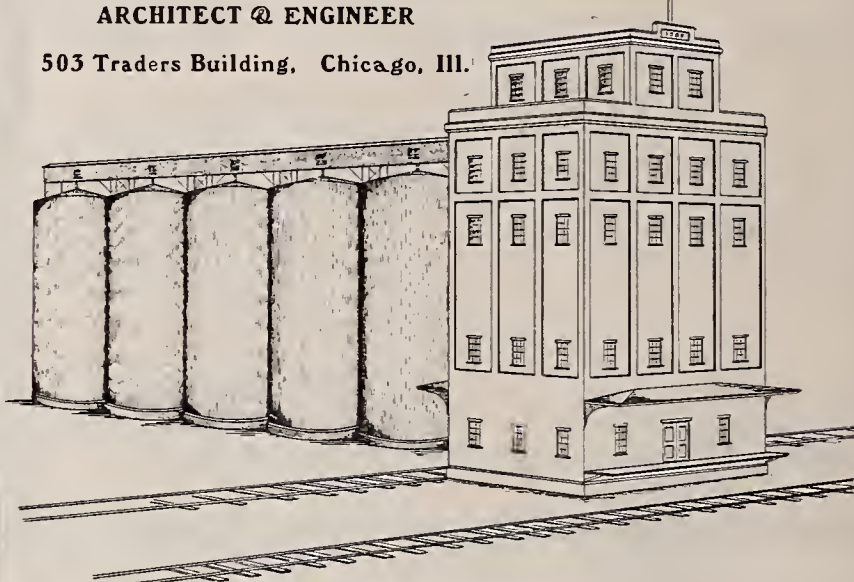
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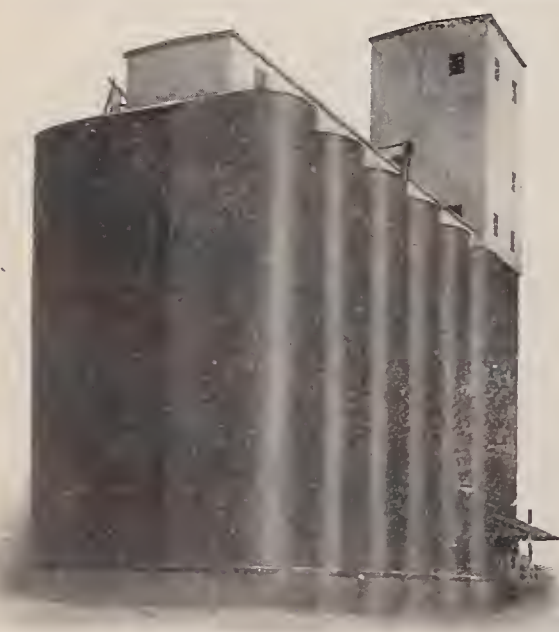
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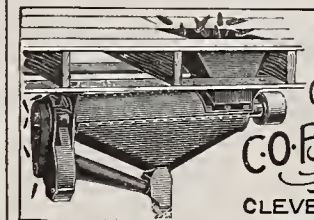
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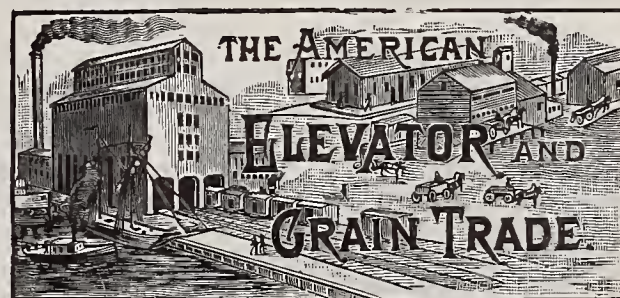
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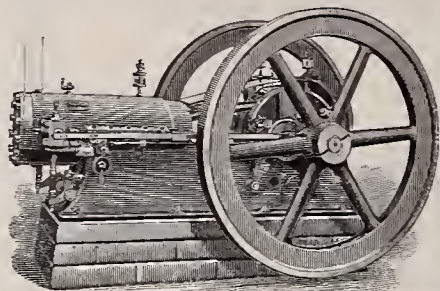
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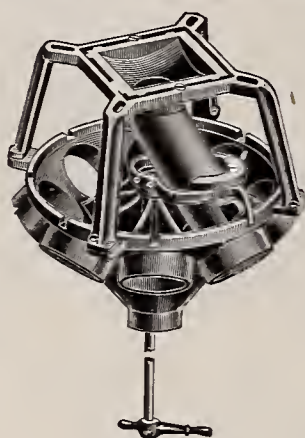
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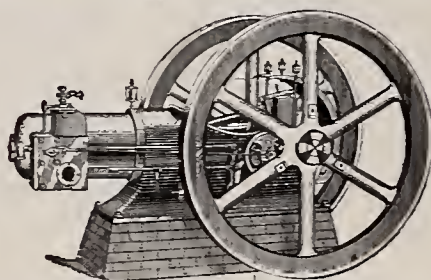
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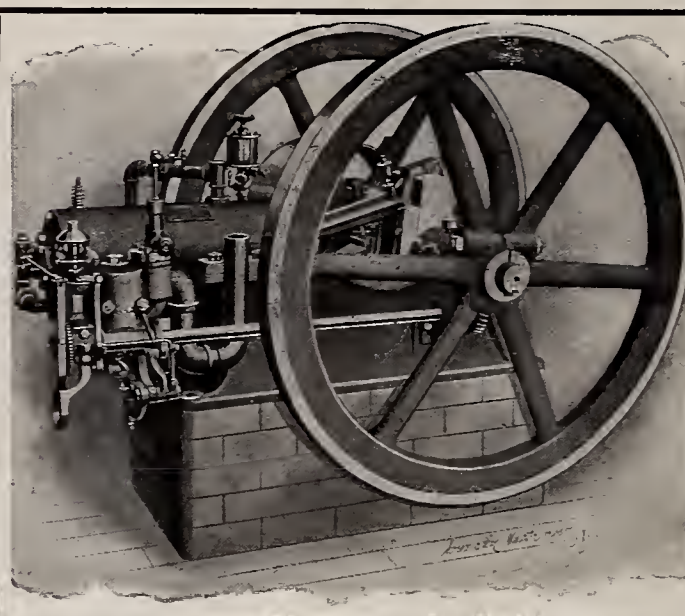


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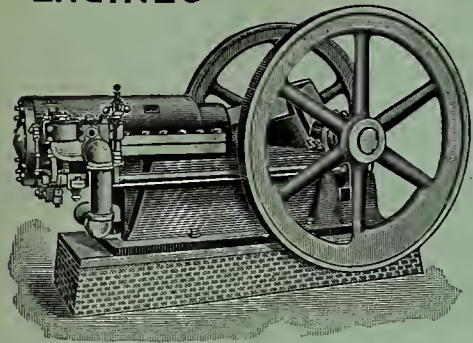
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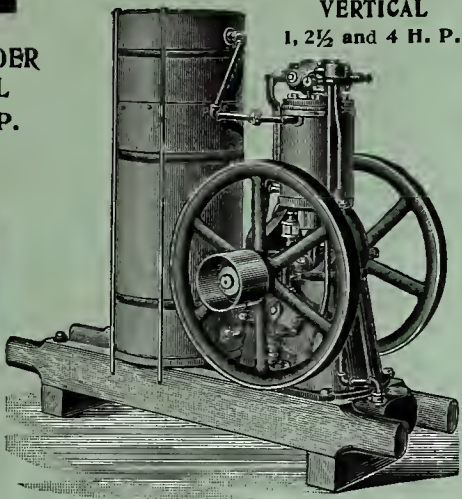
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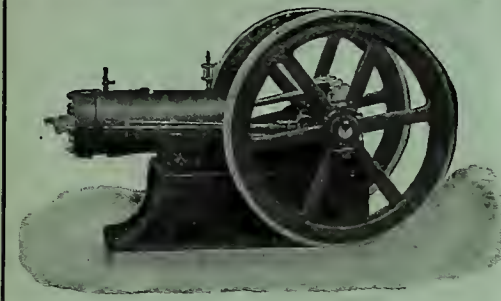


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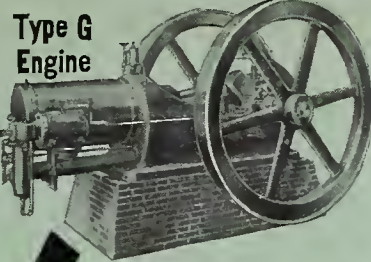
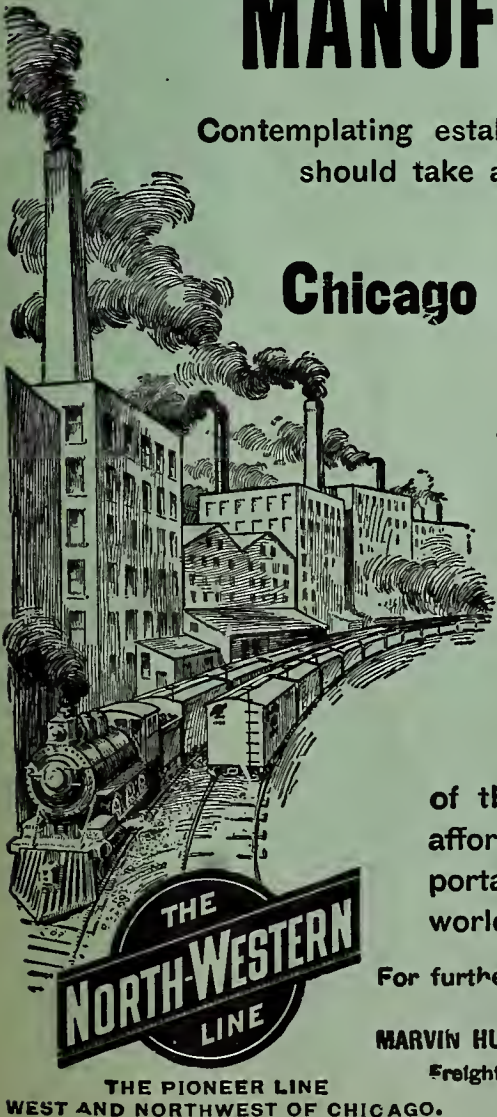
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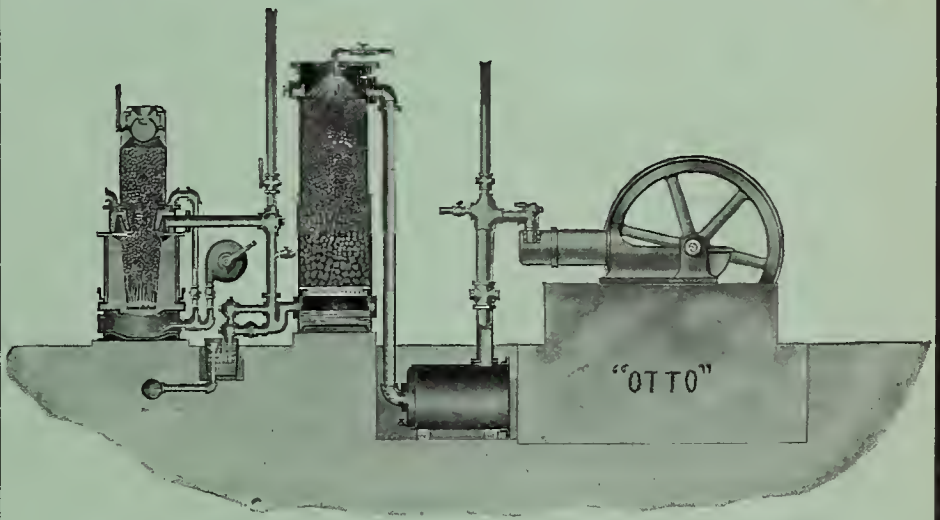
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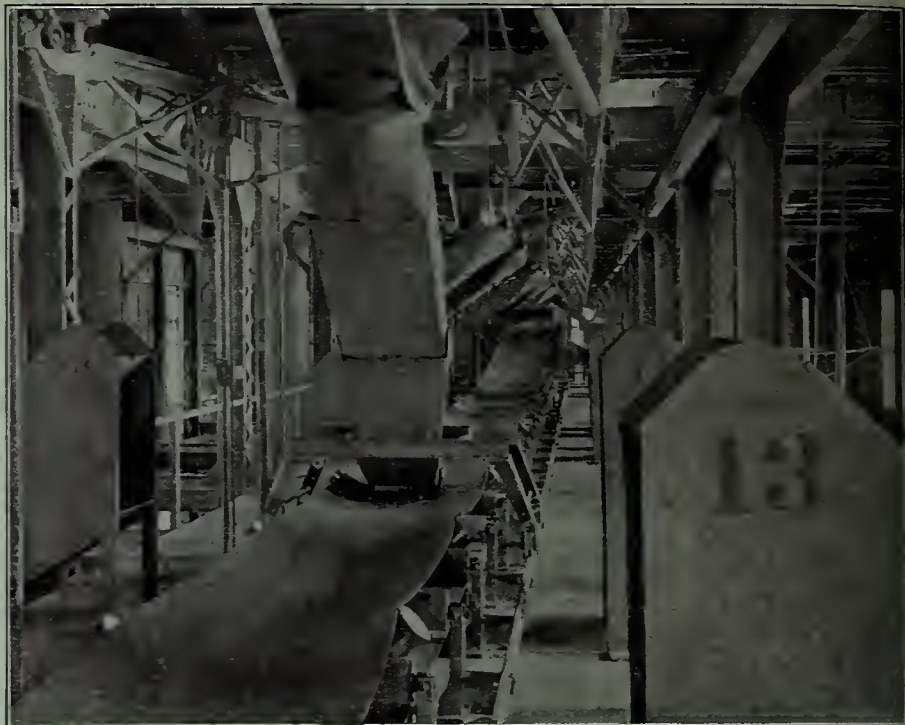
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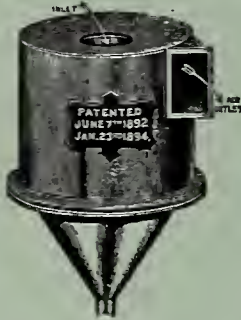
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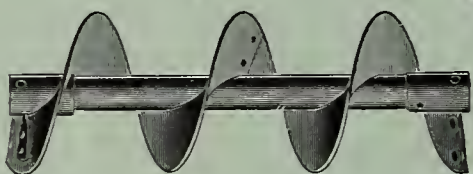


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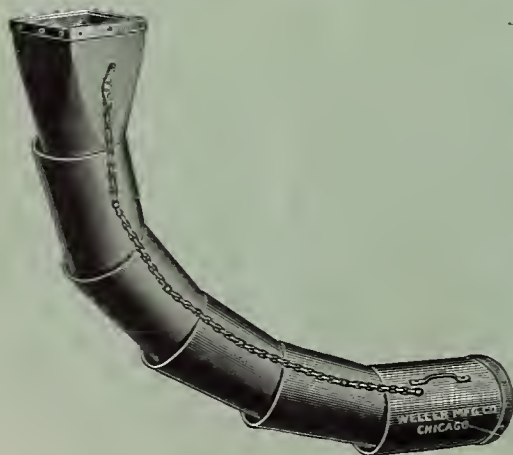
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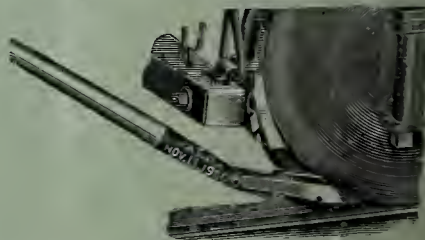
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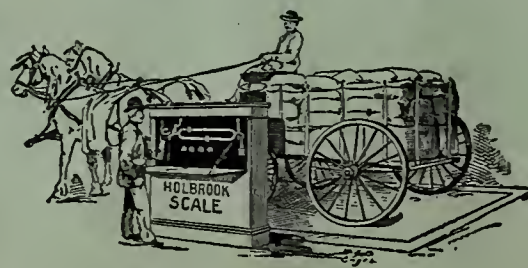
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